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RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

SATURDAY, JANUARY 16, 1869.

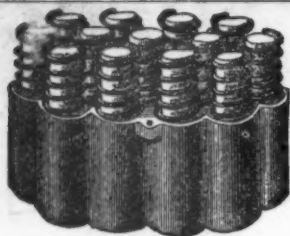
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ESTABLISHED IN 1831.

New-York :

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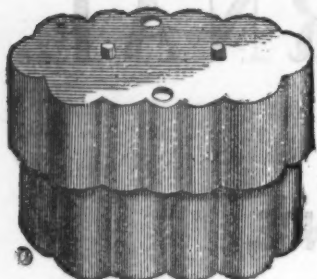
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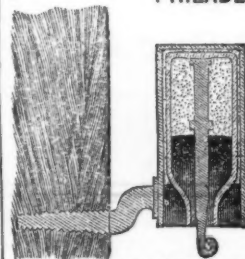
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[WHOLE No. 1,709, VOL. XLII.]

Mr. FREDERICK ALGAR, No. 11 Clements Lane, Lombard Street, LONDON, England, is the authorized European Agent for the JOURNAL.

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American Railroad Journal.

New York Saturday, January 16, 1869.

Columbia, Rocheport, Boonville and Marshall Railroad Company.

This Company design constructing and operating a railroad from Columbia, in Boone county, to Marshall, in Saline county, Missouri, and have named in their Articles of Association, Rocheport and Boonville as intermediate points. It is the wish of this Company to locate this road so as to serve the best interests of the persons subscribing to the capital stock of the company; which has been fixed in the Articles of Association, at One Million Dollars, divided into ten thousand shares of one hundred dollars each. This road is to be located on the most appropriate route from Columbia to Rocheport in Boone county, thence to Boonville, this portion of the road to be located either in Cooper or Howard counties, as the Board of Directors may hereafter determine; from Boonville, in Cooper county, it is designed to locate the road on the most direct route to Marshall. It is believed that the company will secure a large subscription by locating about on the line of the old Pacific Survey, which crosses LaMine river near the mouth of Blackwater, and thereby penetrate the rich bottom lands in that vicinity,

and give convenient railroad facilities to the wealthy community at Ridge Prairie. By naming Marshall as the western terminus, and Columbia as their eastern, this company secure a connection with the Boone County Railroad, and the Louisiana Railroad, and at Boonville a connection is formed with Osage Valley and Southern Kansas Railroad, and thereby with the Missouri Pacific Railroad; it becomes the most direct route for the Louisiana Railroad. And should it be thought advisable to form an alliance with other railroad companies in order to facilitate the early completion of this enterprise, these connections enable this company to secure more favorable terms.

The attention of persons interested in this enterprise is called to the importance of immediate action; and it is hoped that prompt efforts will be made to secure the early completion of the organization by subscribing to the Articles of Association.

All communications will be promptly answered, addressed to O. D. Tucker, General Agent C., R. B. and M. R. R. Co., Boonville, Cooper Co., Mo.

Lynchburg and Danville Railroad.

At a meeting of the stockholders in this road held at Lynchburg, Va., on the 7th inst., John S. Barbour, Esq., was elected President of the company. From the report which was presented at the meeting it appears that the subscriptions procured this year are as follows: Sixty thousand cross-ties at twenty-five cents each, (payable in stock,) enough for thirty miles of track, \$15,000; six thousand acres of land, payable in stock, \$37,000; grain and other produce to be delivered to the contractors, payable in stock, \$8,000. Addition to capital stock this year, \$60,000. The total assets of the company may be stated as follows: Pittsylvania county bonds, \$100,000; private subscriptions procured previous to this year, \$120,000; private subscriptions procured during the past year, \$60,000; estimated value of rights of way contributed free of cost, \$80,000. Total, \$360,000. Col. W. W. Blackford was re-elected Chief Engineer of the company, and Maj. E. S. Hutter, Secretary and Treasurer.

The North Pennsylvania Railroad Company have declared a dividend of 5 per cent., clear of taxes, payable in scrip, convertible into 7 per cent. mortgage bonds, in sums of not less than five hundred dollars, on May 1st next. The dividend to be credited to stockholders as they stood on the books on the 9th inst.

Philadelphia and Reading Railroad.

At the annual meeting of the stockholders of this company, held in Philadelphia on the 11th inst., the following report was presented:

To the Stockholders of the Philadelphia and Reading Railroad Company:

The managers submit the following report of the receipts and expenditures for the year ending November 30, 1868, with the Treasurer's general balance sheet, exhibiting the financial condition of the company at that date.

The following tabular statement in detail for each branch of traffic shows the comparative results of the year:

	1867.	1868.	Decrease.	pr. ct.
Travel	345,970	330,835	\$15,041	1.8
Merchandise	1,186,896	1,625,651	109,828	7.2
Coal	3,446,826	6,404,878	162,664	2.4
Mail	33,086	6,282,224	12,985	11.9
Miscellaneous	137,385	107,284	30,101	21.9
Gross receipts	\$9,106,496	\$8,791,987	\$314,569	3.5
Gross expenses	6,266,434	6,162,511	103,923	1.7
Net profits	\$2,840,062	\$2,629,426	\$210,636	7.4
Gross expenses, including renewal fund, rents of lateral roads, taxes, etc., in the year 1867, were 68.81 per cent. of gross receipts.				
Gross expenses, including renewal fund, rents of lateral roads, taxes, etc., in the year 1868, were 70.09 per cent. of gross receipts.				
The receipts and expenses per passenger and per ton have been as follows:				
Per passenger	\$1 81.7	\$2 91.8	\$1 76.3	29.5
Merchandise, per ton	64.8	1 28.6	1 16.0	17.9
Coal, per ton	94.9	1 85.8	91.6	74.9

The result of the year's business, as condensed from Transportation and Income Account may be stated thus:

Receipts over cost of working the road	\$2,629,426 14
Add balance of account, rents, etc., paid by Schuylkill Navigation Company, 1868	110,948 19
	\$2,740,374 33

From which deduct:

Interest on bonded debt.	\$375,156 50
Interest on bonds and mortgages	37,850 51
Sinking funds	68,600 00
	\$481,607 01
	\$2,258,767 32

Cost of new engines and cars	\$178,950 43
Cost of new track and sidings, main line	71,164 03
Cost of new tracks and sidings, lateral	28,435 49
Cost of completing Eighth-street bridge at Reading	15,814 33
Cost of completing bridge at Norristown tunnel	24,570 56
Cost of city-avenue bridge	10,344 00
Cost of new bridge at St. Clair	7,766 00
Cost of new coaling stations at Palo Alto, Reading, Monocacy, and Richmond	32,669 25
Cost of new coal barges	17,225 00
Cost of new depot at Manayunk	4,440 81
Cost of new turn-table at Perkiomen junction	4,320 00
Cost of new turn-table at Norristown	6,151 33
Cost of new chutes, wharf No. 1	5,985 92
	409,837 20

Dividend fund, 1868

Amount to credit of reserve fund, 1867	\$2,769,255 96
Deduct dividend, Jan., 1868, \$1,192,805 07; and U. S. and State taxes, \$122,419 47	1,315,224 54
	1,454,031 42

Total reserve fund, 1868

Out of which has been paid in July, 1868:	
Five per cent dividend on \$25,048,909 42	\$1,252,445 33
U. S. and State taxes on ditto	128,540 44
	1,380,985 76
	\$1,921,975 78

There has been declared a dividend, payable in common stock on 25th January, 1869, of 5 per cent. on the preferred and common stock, \$26,301,351 74	\$1,315,067 58
U. S. and State taxes on ditto	101,516 99
	1,416,584 57

Balance of reserve fund

The prominent feature in the business of the past year was the almost entire cessation of traffic in anthracite coal for about seven weeks in July and August, caused by differences between the proprietors of the collieries and the miners and laborers, relative to the number of hours which should comprise a day's work and the compensation therefor. This long interruption, in the sea-

son of business, generally very active, caused a heavy loss of profits, as the usual staff of employees were kept in readiness for the resumption of mining operations on any day. There was partial compensation by an unusually large traffic, at increased charges for the remaining three months, in which the coal tonnage amounted to 1,394,066 tons, showing a capacity for transportation largely in excess of any former period. Notwithstanding this interruption, the aggregate production from the three great mining districts of anthracite coal was 1,161,854 tons in excess of the previous year, thus proving that the consumption is steadily progressing.

The proprietors of lands and others interested in more fully developing the northwestern portion of the second coal field obtained a charter to build a railroad, under the title of the Enterprise Railroad Company, which was offered to this company on the condition that the work should be vigorously prosecuted. The offer was accepted, and a road six miles in length has been constructed, which connects the Minehill and Schuylkill Haven Railroad with the town of Shamokin. A large coal tonnage will be obtained from this district.

A change of ownership of the large tracts of coal lands in the immediate vicinity of Treverton, and of the railroad from that place to the Susquehanna river, formerly known as the Treverton Coal and Railroad Company, now called the Zerbe Valley Railroad, having occurred, the new proprietors tendered a large portion of their production of coal to us for transportation, provided a connection with the works of the company could be made.

Negotiations for these objects were opened, which resulted in the purchase of their railroad, fifteen miles in length, including a bridge across the Susquehanna river, for \$400,000, payable in the bonds of this company due in 1893, with semi-annual interest of six per cent. free from taxes. This road has been put in good order to the point of connection with the Northern Central Railroad on the east side of the Susquehanna river, at a cost of \$27,512 04.

As a part of this negotiation, a railroad eight miles in length is now being built to form a connection between the Zerbe Valley Railroad at Treverton and the Enterprise Railroad at Shamokin. When this link is completed, this company will operate continuous lines of railway from Philadelphia to the Susquehanna river at Herndon.

An extension of eight miles of the Good Spring Railroad is also being built to form a connection with the Summit Branch Railroad at Williams-town. A railroad extends from the last named place to Millersburg, on the Susquehanna river, twenty-one miles. This connection will give this company direct access to the large body of coal lands in Lyken's Valley which yield a free burning coal, much desired by some for domestic purposes.

Another railroad, called the Lebanon and Pine Grove Railroad, is also being built by this company. It extends from Pine Grove, near the western end of the first anthracite coal field, forty-two miles, to Manheim, on the Reading and Columbia Railroad, fourteen miles from Columbia, on the Susquehanna River, and passes through the flourishing town of Lebanon. The enterprising citizens of these localities, which are rapidly increasing in manufactures and population, have been dependent for their supplies of coal by a very circuitous route. The construction of this road, either under the auspices of this company or other parties, the managers have for many years past regarded as inevitable. They have therefore put the grading under contract, payable one-third in cash and two-thirds in the plain bonds of the company, bearing six per cent. interest, not secured by mortgage.

Aid has also been given to the Colebrookdale Railroad on the terms described in the last annual report as given to the Perkiomen Railroad.

The road leaves the main line at Pottstown and passes northeastwardly fourteen miles along the ore deposits at the foot of the South mountain,

It was stated in the last report that work had been resumed on the portion of the Allentown Railroad between Port Clinton and Topton. In 1860 this company acquired 7,500 shares of the stock of the Allentown Railroad Company, on which \$20 per share were unpaid, amounting to \$150,000, which has since been paid; with this and similar payments from other stockholders the prosecution of the work has been continued.

The Perkiomen Railroad, to which reference was made in the last report, was opened for traffic in August last, from the junction with the road of this company, twenty-five miles from Philadelphia, to Skippack, ten miles. The results demonstrate the wisdom of extending aid to develop the rich mineral and agricultural resources of the Schuylkill Valley.

The new rolling mill went into operation in April last, since which 8,971 tons of rails have been manufactured, with results, so far as they can be tested from present experience, which warrant the confident belief that all the important advantages anticipated from this investment of capital will be fully realized.

To provide for the payment of the bonds due in 1870, amounting by the last report to \$2,656,000, a mortgage dated 1st April, 1868, payable in twenty-five years, with interest at seven per cent. semi-annually, free from taxation, was created, secured by the entire property of the company, subject to other prior mortgage liens. An opportunity was given to October 1st last to the holders of the bonds due in 1870 to exchange them for the new bonds, after the payment of the coupon due 1st of October last, and \$2,255,000 were so exchanged, leaving but \$401,600 of the bonds due in 1870 to be provided for. For this purpose the balance of the new bonds will be held.

The foregoing explanations of the changes which appear in the general account of the Treasurer, together with the statements in detail of the operations of the transportation and engineer's departments, hereto appended, are, it is believed, all that are required.

For the purposes and objects to which reference has been made, and which by the managers are regarded as of the utmost importance to the future and permanent prosperity of the company, a large portion of the profits have been required. Hence, the July and December dividends were payable in stock.

To some of the stockholders it may be gratifying to be informed that on the completion, during the coming year, of the lateral roads now being built, the coal fields naturally tributary to the works of this company will require no more expensive roads. Many more collieries will be erected, requiring only short and inexpensive branches. It may be supposed by some that a portion of these works have been constructed somewhat in advance of the necessities of the public. But it should be remembered that the land owners were impatient for revenue, enterprising miners were ready to make leases, and if your board of managers had declined to furnish the necessary facilities for transporting the coal to market, other avenues would have been sought, and thus the future prosperity of the company would have been greatly and permanently impaired. By order of the Board of Managers.

CHARLES E. SMITH, President.

Philadelphia, January 9, 1869.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 11, 1869, the following resolutions were adopted:

1. *Resolved*, That the report of the Board of Managers, this day presented and read, be, and the same is hereby approved, accepted, and adopted.

2. *Resolved*, That the Board of Managers be, and they are hereby authorized, at their discretion, to carry into effect any of the measures proposed in their report, and, if in their opinion needful, to enter into any contracts or agreements for that purpose.

3. *Resolved*, That the powers and authorities

conferred upon and granted to the Board of Managers by the resolutions passed at prior annual meetings be and the same are hereby continued.

At the annual meeting of the stockholders of the Philadelphia and Reading Railroad Company, held January 11, 1869, the following gentlemen were unanimously elected officers for 1869:

President.—CHARLES E. SMITH.
Managers.—H. Pratt McKean, A. E. Borie, R. B. Cabene, J. B. Lippincott, John Ashhurst, Stephen Colwell.
Treasurer.—SAMUEL BRADFORD.
Secretary.—WILLIAM H. WEBB.

Arrivals at Boston during 1868.

The following statement of foreign arrivals at the port of Boston during the year 1868, is from the Boston Commercial Bulletin:

	Stms.	Ships.	Barks.	Brigs.	Schs.	Tot.
January.....	3	7	8	14	23	55
February....	2	6	26	31	26	91
March.....	7	8	22	49	72	158
April.....	8	4	22	68	114	211
May.....	9	12	27	73	149	270
June.....	14	4	25	68	228	339
July.....	10	9	47	75	231	372
August.....	12	17	33	84	257	403
September...	13	5	30	70	246	364
October.....	9	10	26	68	252	365
November...	10	6	28	70	160	274
December....	7	6	16	50	101	180
Total, 1868...	104	94	310	715	1,859	3,082
" 1867.....						2,758
" 1866.....						3,023
" 1865.....						3,255
" 1864.....						3,006

Boston and Lowell Railroad.

The receipts from operations of this road for the fiscal years ending September 30, 1867 and 1868, have been as follows:

	1867.	1868.
From passengers.....	\$408,199 38	\$401,367 91
" freight.....	551,198 17	534,011 74
" mails & expresses.....	15,644 42	21,764 39
	\$975,041 97	\$957,144 04
Expenses, viz:		
Repairs of road.....	\$134,850 55	\$128,285 43
" equipment..	157,399 89	125,517 23
" bridges....	13,006 71	14,973 95
" structures..	37,041 75	61,279 93
Fuel.....	94,281 94	93,185 92
Wages.....	158,484 04	160,380 00
Miscellaneous expenses	31,136 60	37,365 75
Advertising, etc.....	8,351 28	5,346 20
Taxes and insurance..	36,241 77	33,446 83
Gratuities and damages	4,630 49	4,893 38
Oil and waste.....	13,098 08	12,041 71
Snow and ice.....	5,989 28	2,219 59
Rent.....	3,615 34	2,322 76
Rents to other roads..	39,316 20	40,746 63
	\$737,443 92	\$722,005 31
Earnings less expenses.	\$237,598 05	\$235,138 73

The income of the company from all sources during the years named have been as follows:

	1867.	1868.
Receipts as above.....	\$975,041 97	\$957,144 04
Rents.....	1,166 27	1,541 29
Trustee of sinking fund	16,250 96	17,468 21
	\$992,459 20	\$976,153 54
Expenses.....	\$735,278 80	\$722,005 31
Interest.....	41,830 96	45,998 60
Dividends.....	147,000 00	155,020 00
Stockholders' taxes....	19,211 11	25,355 93
Carried to Reserve Fund	49,038 33	27,773 70
	\$992,459 20	\$976,153 54

The Reserved Fund account at the commencement and close of each year was as follows:

	1867.	1868.
Bal. from previous year.	\$553,835 82	\$236,874 15
Transportation account	239,763 17	235,138 73
Rents account.....	1,166 27	1,541 29
Accumulation of S. F.	16,250 96	17,468 21
	\$811,016 22	\$491,022 38
Less dividends, interest and taxes.....	574,142 07	226,374 53
Reserves Sept. 30.....	\$236,874 15	\$264,647 85
From this amount is to be deducted the dividend declared Dec. 9, 1868.		91,326 32

Leaving a surplus of.....\$173,321 53

The gross income from the working of the road has been \$17,897 93 less than in 1867; while the expenses have been \$13,273 49 less—so that the profits of transportation have been \$4,624 44 less.

The income from rents has been \$1,541 29; and from the accumulation of the sinking fund, \$17,468 21, which latter sum was added, on the 31st of December, 1867, to the principal of the policies from the Massachusetts Hospital Life Insurance Company, which are held by the Trustees of that fund.

The balance of the interest account (\$45,998 60,) the amount of net dividends declared, (\$155,020 00,) and of Stockholders' United States and local taxes, (\$25,355 93) had been passed to the debit of "Profit and Loss," before that account was balanced.

The net profits of the company, for the year, have amounted to \$208,149 63, equal to 10¾ per cent. upon the capital entitled to dividends during the year; of this sum there has been paid to the stockholders \$180,375 93, equal to 9.31 per cent., viz:

Cash.....	\$155,020 00
Taxes.....	25,355 93
	\$180,375 93

And \$27,773 70, equal to 1.44 per cent. have been added to the Reserves.

The whole debt of the corporation is \$756,844 35, viz:

Bonds bearing 6 per cent. interest....	\$301,000 00
Scrip bearing 3 per cent. interest....	366,000 00
Balances of accounts.....	4,844 35
Notes payable.....	85,000 00
	\$756,844 35

The whole cost of construction and equipment is, \$2,657,500 12, viz:

Balance of cost, Sept. 30, 1867.....	\$2,653,599 47
Amounts paid for depots this year,	
Land in Lowell.....	2,700 00
Land in Billerica.....	200 65
Land in Woburn.....	1,000 00
	\$2,657,500 12

The cost of the other assets held by the company is, \$532,992 08.

During the past year there has been expended in reclaiming the Flats and filling at East Cambridge, the sum of \$27,123 44; so that that property now stands charged at \$52,363 20. A small portion of this land is rented at \$1,500 00 per annum.

Of the bonds issued in 1853, payable in 1873, which amounted to \$440,000 no less than \$339,000 have been converted into stock at par, agreeably to the contract on the face of the bonds.

Since the date of the last Annual Report, two dividends have been declared, one of which (\$83,536 84) was payable on the 30th of June last,

the other (\$91,326 32) on the 31st of December.

The financial condition of the company at the close of each year was as follows:

	1867.	1868.
Cost of road.....	\$2,460,961 22	\$2,464,861 87
Cost of equipment..	192,638 25	192,638 25
Notes receivable....	154 38	154 38
Trustees of S. Fund..	234,678 09	302,146 30
East Cambridge flats	25,239 76	52,363 20
Fuel, materials, etc..	144,968 43	123,903 50
Cash.....	38,838 92	54,424 70
	\$3,147,479 05	\$3,190,492 20
Capital stock.....	\$1,891,500 00	\$2,169,000 00
Bonds due in 1873..	378,500 00	101,000 00
Scrip due in 1873...	366,000 00	366,000 00
Bonds due in 1879..	200,000 00	200,000 00
Dividends & coupons	2,417 40	2,597 00
Balance of accounts.	2,187 50	2,247 35
Notes payable.....	70,000 00	85,000 00
Reserves.....	236,874 15	264,647 85
	\$3,147,479 05	\$3,190,492 20

President.—F. B. CROWNINSHIELD.

Directors.—F. B. Crowninshield, George W. Lyman, J. G. Abbott, Wm. Minot, Jr., Hocum Horsford.

Treasurer.—J. THOMAS STEVENSON.

Manager.—GEORGE STARK.

Superintendent.—JOHN B. WINSLOW.

Metropolitan (Mass.) Railroad.

The income of this company for the year ending November 30, 1868, was as follows

From passengers and tickets sold....	\$734,246 87
From other roads, as tolls or rent for use of road.....	19,488 78
From other sources.....	12,244 98

Total earnings.....	\$765,980 63
The total expenses were.....	630,696 76

Net earnings.....	\$135,283 87
Add surplus of 1867.....	71,090 02

Total.....\$206,373 87

Deduct dividends, January and July.....	\$125,000 00
U. S. int. rev. tax on same	6,578 94
	131,578 94

Leaving a surplus of.....\$74,794 95

ASSETS.	
Road.....	\$930,644 78
Real estate & buildings.	265,995 20
156 cars.....	143,197 94
791 horses.....	98,294 69
Sleighs and coaches....	59,448 35
General equipment, consisting of engines, machinery, grist mill, tools, snow plows, harnesses, etc.....	46,147 71
Hay, straw and grain..	10,546 99
Cash & sundry accounts	20,643 64
Land on Tremont street, 97,039 feet, valued at 75 cents.....	72,779 25
	1,647,698 55

LIABILITIES.	
Capital stock.....	\$1,250,000 00
Notes payable.....	147,500 00
Sundry acc'ts payable	15,670 42
Outstanding tickets...	13,994 02
	1,427,164 44

Excess over liabilities.....\$220,534 11

The cars and other vehicles of the company have run during the year ending November 30, 1868, 299,777 round trips, a total distance of 1,780,521 miles, and have carried in all 12,851,877 passengers, being an average of 4,878 miles run, and 35,210 passengers carried, for each day in the year.

Massachusetts Central Railroad.

The first survey from Northampton Mass., to the New London Northern Railroad, for the projected Massachusetts Central Railroad has been completed by Professor Miller of the Agricultural College. The distance from the Connecticut river to a point on the New London Northern about a mile and a half north of Dwight's station, in almost an air line, is 7.6 miles. Northampton and Amherst people will refuse to patronize the road unless it runs near enough to the latter place to suffice for local travel and trade. A new route is talked of from Northampton through North Hadley, to join the New London Northern, north of Amherst.

Finances of the State of New York.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The following is a condensed statement in relation to the finances and indebtedness of the State.

RECEIPTS AND PAYMENTS.**General Fund.**

Deficiency in the revenue on the 30th of September, 1867 \$2,860,586 38
Payments of the year..... 10,208,198 46

Receipts \$13,068,784 84
10,112,331 30

Deficiency of the revenue on the 30th of September, 1868..... \$2,956,453 54

NOTE—There was due at the close of the fiscal year from the city of New York, \$4,530,014 17, of which \$4,000,000 has since been paid making up the above deficiency, and leaving a large surplus.

General and Other Funds.

Receipts of the year on account of all the funds, except the Canal and Free School Fund..... \$16,003,178 53
Balance due the Treasury on the 30th of Sept., 1867 \$350,009 58
Payments of the year..... 14,904,647 54

Balance in Treasury on the 30th of September, 1868..... \$748,521 41

TAXES.

The State Tax levied in 1868, was 5 4-5 mills, for the following purposes: For Schools, 1 1/4 mill; for General Purposes, 1 1/4 mill; for Canals, 1 11-195 mill; for Bounty Debt, 2 1-6 mills, and for the Whitehall and Plattsburgh Railroad, 1-13 mill—total, \$10,243,317 01. The State Tax levied in 1867, amounted to \$12,647,218 71.

STATE DEBT.

The total funded debt of the State September 30, 1867 and 1868, was as follows:

	1867.	1868.
General fund debt	\$5,642,622 22	\$4,707,826 40
Contingent.....	130,000 00	68,000 00
Canal.....	15,733,060 00	14,249,960 00
Bounty.....	25,862,000 00	25,943,000 00
	\$48,367,682 22	\$44,968,786 40

The following statement shows the amount of the State Debt on the 30th September, 1868, after deducting the unapplied balances of the Sinking Fund at that date:

	Balances of the sinking Funds, Sept. 30, 1868.	Balances of debt after applying Sinking Funds.
General fund.....	\$153,178 54	\$4,554,647 86
Contingent.....	15,517 82	52,482 18
Canal.....	4,017,232 43	10,232,727 57
Bounty.....	1,918,408 87	24,024,591 13
	\$6,104,337 66	\$38,864,448 74

* Includes \$350,000 due Oct. 1, 1868, and since paid.

† Deducting interest accrued to October 1, 1868, payable January 1, 1869.

It appears from this statement that over \$6,000,000 balances of sinking funds, have accumulated, applicable to the redemption of the debt, and that the net amount of the State's indebtedness, at the end of the fiscal year was only \$38,864,448 74. The sinking funds, which there is no reason to suppose will be diminished, will, at their present rate of application, extinguish the whole debt within nine years.

CANALS.

The following statement will show the condition of the Canal Fund for the fiscal year:

Balance in the Treasury and invested October 1, 1867 \$3,840,935 66
Received during the year ending 30th September, 1868 5,681,226 11

..... \$9,522,161 77
Paid during the year..... 4,823,239 33

Leaving a balance Sept. 30, 1868, of \$4,698,922 44

Statement of the revenues of the State Canals, and the expenses of collection, and ordinary repairs during the fiscal year ending 30th Sept., 1868:

RECEIPTS.

Tolls \$4,417,559 50
Rent of surplus water..... 750 00
Interest on current revenues 32,791 69
Miscellaneous receipts..... 26,444 98

\$4,477,546 17

PAYMENTS.

To Canal Commissioners for ordinary repairs..... \$241,647 18
To contractors, for repairs 775,118 74
To Superintendents, for repairs 291 92
To Collectors, for salaries, clerk hire, pay of inspectors and expenses of collector's offices 76,761 11
To Weighmasters..... 13,347 70
For salaries chargeable to annual revenues, refunding tolls, printing and other miscellaneous payments ... 77,079 29

1,184,245 04

"Surplus revenues" \$3,293,301 13

Amounts Set Apart by Article Seven of the Constitution, viz:

To Sinking Fund, under Section 1..... \$1,700,000 00
To Sinking Fund, under Section 2..... 350,000 00
To Sinking Fund, under Section 3..... 1,116,242 66
For the support of Government under Section 3..... 127,058 48

\$3,293,301 13

Canal Debt Paying Interest 30th Sept., 1868.

	Principal.	Annual interest of
Under Art. 7, Sec. 1, of the Constitution.....	\$2,230,700	\$111,535
Under Art. 7, Sec. 3, of the Constitution.....	10,324,100	619,196
Under Art. 7, Sec. 12, of the Constitution.....	1,685,000	101,100
	\$14,239,800	\$831,831

There are also \$10,160 of canal debt which sum is past due, and does not now bear interest; this is included in my previous statement of Canal Debt.

The aggregate balance of all the Sinking Funds applicable to the Canal Debt in the Treasury, and temporarily invested on the 30th of September, was \$4,017,232 43. These Sinking Funds are pledged for the payment of the interest and the redemption of the principal of the several debts

and loans incurred under Sections one, three and twelve, of Article seven, of the Constitution, in the construction and enlargement of the canals. The application of the above balance to the several debts, for the payment of which these funds have been provided and set apart, would reduce the above outstanding indebtedness to the sum of \$10,307,921 24, as will more fully appear from the following statement:

	Debt 30th Sept., 1868.	Balance of Sinking Fund 30th Sept. 1868, including temporary investments.	Balance of debt after applying Sinking Funds.
Under Art. 7, Sec. 1, of the Constitution.....	\$2,240,860 00	\$2,316,063 67	\$.....
Under Art. 7, Sec. 3, of the Constitution.....	10,324,100 00	1,122,520 12	9,201,579 88
Under Art. 7, Sec. 12, of the Constitution.....	1,685,000 00	578,658 64	1,106,341 36
	\$14,249,960 00	\$4,017,232 43	\$10,307,921 24

It will be seen from the last statement which is made up by the Canal Department, that the total amount of Canal Debt is \$75,193 67 in excess of the amount previously stated by me. The first statement is from the Comptroller's books. The explanation of this discrepancy is as follows:

The Canal Debt, under section 1, of article 7, of the Constitution, is..... \$2,240,860 00
The Sinking Fund is 2,316,653 67

Excess of Sinking Fund over debt. \$75,193 67

—which the Comptroller has included in the sinking fund applicable to the payment of the residue of the Canal Debt, and which the Auditor does not include.

The amount carried to the Sinking Fund, under section one, is fully sufficient to pay the balance due on the debt originally incurred for the construction of the canals, and known as the Canal Debt of 1846. The extinguishment of this debt makes a further annual appropriation of \$1,700,000 no longer necessary, and enables the Legislature to apply the surplus revenues to the immediate payment of the General Fund Debt and Enlargement Loans, in accordance with the provisions of sections two and three of article seven of the Constitution.

The Auditor of the Canal Department reports, that the balance due on the General Fund Debt for the payment of which the canal revenues are chargeable, is \$4,554,647 86. The annual appropriation of \$1,500,000 hereafter required by said section two, will be sufficient to pay the principal and accruing interest of this debt in less than four years. The debt contracted by virtue of the provisions of said section three, for the enlargement and completion of the canals, amounting, on the 30th of September last, to \$10,324,100, matures on an average in less than six years. To supply the sinking fund with the means to pay the interest and redeem the principal of this debt as it falls due, will require an annual appropriation of \$2,340,000. Funds have been provided for the payment of all outstanding claims and liabilities against the State, except such as may have arisen during the last year for awards made by the Canal Appraisers for lands appropriated or occupied for public purposes. The amount of business transacted upon the canals, their general condition, management and supervision, compare favorably with any previous season. Their revenues have been nearly half a million in excess of those of 1867, while their current expenses, for care, superintendence, and ordinary repairs, have been over two hundred thousand dollars less than the annual average for the four preceding years.

It affords me great pleasure to congratulate the Legislature and the people of the State upon the fact that the surplus revenues of the canals for the past fiscal year have been sufficient to pay the balance of the canal debt of 1846, satisfy the other requirements of the Constitution, and contribute over a hundred thousand dollars "to defray the necessary expenses of the Government."

Railroads of the State of Ohio.

A tabular Statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year ending June 30, 1868.

Compiled from the Annual Reports of the Railroad Companies made to the Hon. George B. Wright, Commissioner of Railroads and Telegraphs.

Railroads.	Capital Account.			Length of Track.			Cost of Road Road (1).			Gross Earnings.			Expenses (2).			Net			Dividends.
	Stock.	Bonds.	Debt.	Total.	M.	M.	M.	M.	M.	Freight.	Mail, &c.	Total.	Passenger.	Freight.	Mail, &c.	Total.	Earnings.	Am't.	Rate.
Atlantic and Gt. Western (3).....	29,598,695	30,000,000	963,514	60,562,209	387.50	38.66	109.68	59,723,844	565.66	3,797,917	268,443	4,078,955	907,595	3,071,142	1,902,813	3,071,142	1,902,813	309,400	7
Bellefontaine (4).....	4,420,000	1,624,000	2,000	6,044,000	202.60	9.50	9.50	6,044,000	202.60	913,811	120,403	1,034,214	441,686	913,811	120,403	1,034,214	953,342	309,400	7
Carrollton and Oneida.....	101,000	2,500,000	2,000	2,601,000	12.00	0.09	0.09	103,500	12.00	1,631	700	1,631	1,792	1,631	700	1,631	811	1,688	6
Central Ohio (5).....	3,000,000	2,500,000	11,209	5,511,209	137.08	23.23	23.23	5,511,209	137.08	310,316	97,056	1,025,545	310,316	618,173	97,056	1,025,545	1,077,466	51,921	6
Cincinnati, Hamilton & Dayton.....	3,500,000	2,082,000	389,568	5,921,568	60.00	116.15	116.15	5,921,568	60.00	694,108	92,096	1,256,067	469,888	694,108	92,096	1,256,067	947,624	308,468	6.8
Cincinnati and Indiana (6).....	500,000	2,000,000	2,500,000	2,500,000	20.50	6.70	6.70	1,894,478	20.50	98,543	10,249	204,662	96,870	98,543	10,249	204,662	104,964	99,697	10
Cin., Richmond & Chicago (7).....	374,100	560,000	15,258	949,358	36.00	2.55	2.55	939,385	42.00	75,900	10,201	158,042	75,900	71,941	10,201	158,042	171,550	13,508	8
Cin., Sandusky & Cleveland (8).....	3,223,150	2,397,000	.....	5,620,150	155.00	16.00	19.72	5,700,000	231.00	214,871	407,234	95,393	214,871	407,234	95,393	95,393	463,708	258,790	8
Cincinnati and Zanesville.....	1,669,361	1,300,000	.....	2,969,361	132.13	9.00	9.00	2,969,361	132.13	109,072	214,304	32,678	109,072	214,304	32,678	32,678	388,278	17,676	8
Cleveland, Columbus & Cin. (9).....	6,000,000	400,000	.....	6,400,000	137.88	50.00	60.84	6,488,530	187.88	498,444	1,027,432	250,514	498,444	1,027,432	250,514	1,776,490	1,265,710	510,780	8
Cleveland and Mahoning (10).....	2,056,750	1,652,100	.....	3,708,850	79.50	10.00	10.00	3,820,326	.....	624,760	1,637,283	81,145	624,760	1,637,283	81,145	2,243,188	1,555,884	687,304	5
Cleveland and Pittsburgh.....	5,957,825	4,191,000	.....	10,148,825	167.00	32.00	30.00	10,385,100	225.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
Cleveland and Toledo (11).....	6,250,000	3,149,185	.....	9,399,185	112.71	43.86	25.50	8,191,595	.....	60,247	91,302	13,712	60,247	91,302	13,712	165,261	143,262	21,999	7
Cleveland, Zanesville & Cin. (12).....	153,000	.....	.....	153,000	60.75	.....	5.00	1,575,081	60.75	.....	.....	.....	.....	.....	.....	.....	.....	.....	7
Columbus, Chicago and Indiana Central (13).....	11,100,000	14,469,524	919,444	26,488,968	594.50	.....	59.45	26,488,968	594.50	689,339	1,262,491	84,866	689,339	1,262,491	84,866	2,036,696	6,329,962	706,734	10
Columbus & Hocking Val. (14).....	412,087	262,500	.....	674,587	11.00	.....	.....	611,944	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Columbus and Xenia (15).....	1,786,200	248,000	.....	2,034,200	54.69	.....	12.81	1,482,840	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dayton and Michigan (16).....	2,392,761	3,650,500	389,500	6,425,761	142.00	.....	17.00	6,250,492	142.00	333,560	583,705	70,627	333,560	583,705	70,627	987,692	1,022,091	34,399	4
Dayton and Union.....	76,000	527,445	12,769	616,214	0.81	.....	1.90	599,684	31.81	52,156	58,520	7,744	52,156	58,520	7,744	118,420	100,941	17,479	.....
Dayton and Western (17).....	738,000	.....	.....	738,000	42.00	.....	2.14	1,087,779	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Dayton, Xenia and Belpre (18).....	132,411	85,000	26,400	193,811	13.00	.....	1.42	412,580	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Iron.....	1,726,750	3,526,700	370,635	5,624,085	98.00	25.00	6.00	6,244,819	123.00	72,057	69,212	15,107	72,057	69,212	15,107	156,376	156,318	58	.....
Junction (Cin. & Indianapolis).....	1,211,700	500,000	9,000	1,720,700	37.00	.....	2.00	1,720,700	37.00	18,510	22,720	4,855	18,510	22,720	4,855	46,085	45,009	1,076	.....
Lake Erie and Louisville (19).....	7,560,000	2,500,000	.....	11,250,000	95.52	.....	46.49	9,744,874	252.10	1,721,997	2,901,371	380,250	1,721,997	2,901,371	380,250	5,003,618	3,463,316	1,540,302	7
Lake Shore (C. P. & Ash.) (20).....	3,572,400	1,589,000	.....	5,161,400	84.00	.....	46.00	3,775,757	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Little Miami (21).....	14,620,866	6,306,000	483,970	21,410,836	190.80	86.00	22.00	19,303,112	276.80	782,501	929,902	186,411	782,501	929,902	186,411	1,898,814	1,637,781	260,833	4.4
Little Miami & Col. & Xenia (21).....	11,812,600	9,038,640	.....	20,851,240	512.38	.....	64.58	18,812,666	512.38	1,076,098	839,970	75,204	1,076,098	839,970	75,204	1,305,475	1,110,806	195,169	.....
Marietta and Cincinnati.....	393,958	800,000	.....	693,958	13.00	.....	.....	693,958	13.00	4,142	8,097	304	4,142	8,097	304	12,643	9,813	2,729	.....
Michigan South'n & N. Indiana.....	23,500,000	3,888,000	.....	27,388,000	340.00	.....	59.50	27,388,000	340.00	849,346	1,037,682	109,170	849,346	1,037,682	109,170	1,998,198	1,632,414	365,784	.....
New Lebanon.....	4,008,000	4,008,000	4,750,000	13,768,000	193.00	7.50	12.40	13,768,000	200.50	604,850	1,438,454	250,227	604,850	1,438,454	250,227	2,388,581	1,692,066	646,465	.....
Ohio and Mississippi.....	11,500,000	12,568,000	158,200	24,221,200	468.30	.....	135.00	22,999,736	500.50	2,480,549	4,846,234	394,268	2,480,549	4,846,234	394,268	7,721,301	4,819,625	2,901,676	10
Pittsburg, Cin. & St. Louis (22).....	900,235	2,150,000	.....	3,050,235	116.25	.....	10.00	3,050,235	116.25	161,029	208,458	47,429	161,029	208,458	47,429	416,916	310,864	106,052	.....
Pittsburg, Ft. Wayne & Chicago.....	100,000	.....	.....	100,000	20.00	.....	1.00	346,000	20.00	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Pittsburg, Mansfield & Newark.....	6,700,000	14,449,000	.....	21,149,000	475.00	46.00	60.00	21,149,000	521.00	1,205,377	2,362,605	224,928	1,205,377	2,362,605	224,928	3,782,910	2,746,198	1,036,712	.....
Pittsburg, Sandusky & Cleveland.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Springfield & Columbus (23).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Springfield & Western (24).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Toledo, Wabash & Western (24).....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

REFERENCES TO THE FOREGOING TABLES.

(1) Road operated including leased roads. (2) Expenses, including taxes. (3) Operated by receiver. (4) Consolidated April 10, 1868, with Cleveland, Columbus and Cincinnati Railroad, taking the name of Cleveland, Columbus, Cincinnati and Indianapolis Railway; (5) Leased to Baltimore and Ohio Railroad Company for 20 years from December 1, 1866, subject to termination at the end of five years at option of either party on notice; (6) Leased in perpetuity to Indianapolis, Cincinnati and Lafayette Railroad Company from May 1, 1866, the lessee paying all expenses, interest on bonds and 10 per cent. annually on stock; the earnings and expenses are estimated; (7) Operated under the control and management of the Cincinnati, Hamilton and Dayton Railroad Company; (8) Leased to Sandusky, Dayton and Eastern Railroad Company from Oct. 18, 1866, to Jan. 9, 1868, when the name of "Sandusky and Cincinnati" was changed to present title; (9) Consolidated April 10, 1868, with Bellefontaine Railway, taking the name of Cleveland, Columbus, Cincinnati and Indianapolis Railway; (10) Leased to and operated by Atlantic and Great Western Railway Company since October 1, 1863, at a monthly rental of \$22,839 33; (11) Leased Oct. 8, 1868, to Cleveland, Painesville and Ashtabula (now Lake Shore) Company for 99 years, the stock of both roads to receive identical dividends; (12) Sold Nov. 2, 1864, to trustees and by them conveyed July 1, 1865, to Pittsburg, Ft. Wayne and Chicago Railway Company, the present owners; (13) Consolidation of Columbus and Indianapolis and Indiana Central into Columbus and Indianapolis Central Railway Oct. 17, 1864; this company further consolidated Sept. 11, 1867, with Union and Logansport, and Toledo, Logansport and Burlington Companies under the title of Columbus and Indiana Central Railway; and again, Feb. 12, 1868, with the Chicago and Great Eastern Company under the present title of Columbus, Chicago and Indiana Central Railway Company; (14) not open for business, when completed from Columbus to Athens its length will be 75 miles; (15) Stocked and operated by Little Miami and Columbus and Xenia Railroad Company; (16) Operated under the control and management of the Cincinnati, Hamilton and Dayton Railroad Company; (17) Leased January, 1865, to Little Miami and Columbus and Xenia Railroad Company; (18) Purchased February 1865 by Little Miami and Columbus and Xenia Railroad Company; (19) Consolidation, Feb. 4, 1865, of Fremont, Lima and Union with Lake Erie and Pacific Company, extending from Fremont to Rushville 175 miles, of which only 37 miles are open; (20) formerly Cleveland, Painesville and Ashtabula, name changed June 17, 1868, and became lessor of Cleveland and Toledo Railroad Oct. 8, 1868; (21) Little Miami and Columbus and Xenia Railroad Company is formed by the Companies so called for the purpose of consolidated operations, and operated as lessees the Dayton and Western, and as owners the Dayton, Xenia and Belpre Railroads, the latter having been purchased by them in February, 1865; (22) Consolidation May 1, 1868, of Pittsburg, Columbus and Cincinnati (formerly Steubenville and Indiana) with Pan Handle Railroad of Pennsylvania and Holliday's Cove Railroad of West Virginia, that portion of the road between Columbus and Newark, 33 miles, being owned undivided, half and half, by the Central Ohio and this company; (23) Sold under decree of U. S. District Court in May, 1868, and purchased by Jacob W. Pierce of Boston for \$100,000; it is proposed to extend the road to Columbus; at present it is operated under agreement by the Cincinnati, Sandusky and Cleveland Railroad Company; (24) Consolidation July 1, 1865 of Toledo and Wabash Railway, with Great Western of Illinois, Quincy and Toledo, and Illinois and Southern Iowa Railroads.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,714,824			Hartford and New Haven...100	3,300,000	J. & J. O.	Jan. '69	Port, Saco & Portland...100	\$1,500,000	J. & D.	Dec. '68
Allegheny Valley...60	2,000,000			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	Jan. '69
Atlanta and West Point...100	1,232,300			Do. do pref.100	5,233,850			Raleigh and Gaston...100	2,000,000	A. & O.	Oct. '68
Atlantic & N. Carolina...100	5,445,326			Hanover Branch, Pa...50	116,850	M. & N.	Nov. '68	Rensselaer and Saratoga...100	2,000,000		
Atlantic & Gt. Western...50	25,379,923			Houston...100	1,120,000			Richmond and Danville...100	847,100		
Do. pref.50	1,919,000			Hudson River...100	13,957,100	A. & O.	Oct. '68	Richmond and Petersburg...100	1,041,800		
Atlantic & St. Lawrence...100	2,494,900			Huntingdon & B'd Top...50	494,380			Rioh, Fred. and Potomac...100	88,400		
Augusta and Savannah...100	735,700			Illinois Central...100	23,415,780	J. & J.	Feb. '69	Rockport...100	2,400,000	J. & J.	Jan. '69
Baltimore and Ohio...100	18,157,942			Indianapolis, Cin. & Lafayette...50	6,155,397	M. & S.	Sep. '67	Rome, Watert. and O'g'bb...100	445,596	F. & A.	Aug. '68
Do. Washington Br...100	1,400,000			Jefferson, Mad. & Ind...100	2,000,000	J. & J.	Jan. '69	Rutland preferred...100	2,300,000		
Baltimore City Passenger...100	970,000			Joilet and Chicago...100	1,500,000	J. & J. O.	Oct. '68	S. L. All. and T. Haute...100	2,940,000	Annual.	May '67
Bay de Noquet & Marq...100	1,250,000			Joilet and North Indiana...100	300,000	J. & J.	July '68	St. L. Jack'nv. and Ohio...100	1,469,429		
Belleville Line...100	4,420,000			Lackawanna & Bloomb...50	1,325,000			Sandusky and Cincinnati...100	2,089,000		
Belvidere Delaware...100	998,250			Leeds and Farmington...100	2,158,655			Sand, Manaf. and Newark...100	901,241	M. & N.	Nov. '68
Berkshire...100	600,000			Lehigh and Mahanoy...50	1,739,800	J. & J.	Jan. '69	Savannah and Charleston...100	1,000,000		
Blossburg & Corning...50	250,000			Lehigh and Susquehanna...50	10,731,400	M. & N.	May '67	Schuykill and Susquehanna...50	1,289,150		
Boston and Albany...100	13,725,100			Lehigh Luzerne...50	114,450	J. & J. O.	Jan. '69	Second and Third St. (Ph.)...50	203,757	J. & J.	Jan. '69
Boston and Chelsea...100	110,000			Lexington & Frankfort...100	514,640	J. & J.	Jan. '69	Schuykill Valley...50	576,050	J. & J.	Jul. '68
Boston, Concord & Mont...100	459,400			Little Miami...100	3,572,400	J. & J.	Dec. '67	Seaboard and Roanoke...100	888,200		
Do. do. pref.100	1,340,400			L. M. & O. & X (Joint)...100	1,504,397	J. & J.	Jun. '68	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Boston and Lowell...100	4,076,974			Little Schuylkill...100	2,946,100	J. & D.	Jun. '68	Shamokin V. and Potomac...50	899,450	F. & A.	Aug. '68
Boston and Maine...100	3,360,000			Lomb. and South St. (Ph.)...25	90,000	J. & J.	Jan. '69	Shenandoah...100	626,200	J. & J.	Jan. '69
Boston and Providence...50	925,000			Long Island...100	2,000,000	F. M. A. N.	Aug. '68	Sixth Avenue (N. Y.)...100	750,000		
Broadway (Boston)...50	2,100,000			Long Branch & Sea Shore...50	95,194			Somerville...100	75,000	M. & N.	Nov. '68
Broadway & 7th Av. (N. Y.)...100	1,000,000			Louis, Cin. and Lex. pr.100	211,122	J. & J.	Jul. '68	South Carolina...100	5,819,275		
Brooklyn City...100	899,800			Louisville and Frankfort...50	1,109,594	J. & J.	Jul. '68	South Shore...100	259,655		
Brooklyn, Bradford & Pitts...100	1,100,000			Louisville and Nashville...100	7,569,186	J. & J.	Jul. '68	South Western, Georgia...100	3,203,400	F. & A.	Aug. '68
Buff. New York & Erie...100	950,000			Louisville, N. Alb. & Chicago...100	2,800,000	F. & A.	Aug. '68	Staten Island...100	680,000	J. & J.	Jan. '67
Buff. and Erie...100	5,000,000			Lowell and Lawrence...100	200,000	A. & O.	Oct. '68	Stony Brook...100	287,300	M. & N.	May '68
Camden and Amboy...100	7,921,412			Macon and Western...100	1,500,000			Stony Brook...100	1,983,141		
Camden and Atlantic pref.50	900,000			Mahanoy & B'd Mount...100	1,676,915			Stoughtonville and Pittsfield...100	448,700		
Camden & Burlington Co.100	331,000			Maine Central...100	1,600,860			Summit Branch...50	250,000	J. & J.	Jan. '69
Cape Cod Branch...50	721,926			Manchester & Lawrence...100	1,000,000	M. & N.	Nov. '68	Syr. Bingham. and N. Y.100	1,314,130		
Cape May and Millville...100	447,000			Marietta & Cincinnati...50	3,618,374			Taunton Branch...100	280,000	J. & J.	Jan. '69
Catawba...50	1,160,000			Memphis and Charleston...100	6,586,135	M. & S.	Sep. '68	Tennessee and Alabama...100	695,923		
Catawba pref.50	2,200,000			Memphis and Ohio...100	4,051,744	M. & S.	Sep. '68	Terre Haute and Indiana...50	1,683,150	J. & J.	Jul. '68
Cayuga & Susquehanna...50	589,110			Metropolitan (Boston)...100	6,312,725	M. & S.	Sep. '68	Third Avenue (N. Y.)...100	1,750,000	J. & J.	Jan. '68
Central of Georgia...100	4,656,300			Michigan Central...100	8,477,368	J. & J.	Jan. '69	Thirtieth and Erie (Ph.)...50	2,700,000		
Central of New Jersey...100	2,900,000			Mich. So. & North Ind...100	10,059,400	J. & J.	Jan. '69	Tol. Peoria and Warsaw...100	1,700,000		
Central Ohio...100	400,000			Midlesex (Boston)...100	558,600	J. & J.	Jan. '69	Tol. Peoria and Warsaw...100	1,300,000		
Do. pref.100	970,000			Mill Creek and Minehill...50	400,000	F. & A.	Feb. '68	Tol. Wabash and West...100	1,700,000		
Gen. Park, N. & E. River...100	380,000			Millville and Glassboro...100	405,020	J. & J.	Jul. '68	Troy and Boston...100	607,111	M. & N.	May '68
Chemung...100	2,017,825			Milw. & Prairie du Chien...100	2,994,081	F. & A.	Aug. '67	Troy and Greenbush...100	274,400	J. & D.	Jun. '67
Cheshire, preferred...100	3,884,643			Milw. & St. Paul...100	5,496,883			Union Transport'n (Box)...100	200,000		
Chicago and Alton...100	2,425,578			Milw. & St. Paul...100	8,050,892	J. & J.	Jan. '69	Union (Phila.)...100	291,476	J. & J.	Jan. '69
Chicago, Burl. & Quincy...100	12,500,000			M. Hill & Schuylk Haven...50	2,775,500	J. & J.	Jan. '69	Utica and Black River...100	834,400	J. & J.	Jan. '68
Chicago, Iowa & Nebraska...100	2,900,000			Mobile and Ohio...100	3,762,400	J. & J.	Jan. '69	Vermont and Canada...100	2,500,000	J. & D.	Dec. '68
Chicago and Milwaukee...100	2,227,000			Montgomery & W. Point...100	1,644,104	J. & D.	Dec. '67	Vermont Central...100	6,000,000		
Chicago & N. Western...100	14,556,676			Morris and Essex...50	3,618,350			Vermont and Massachu's...100	2,500,000	J. & J.	Jan. '69
Chicago & N. Western...100	16,356,287			Mr. Carbon & Ft. Carbon...50	282,350	J. & J.	Jan. '69	Vicksburg and Meridian...100	367,400		
Chicago, R. I. & Pacific...100	14,000,000			Nashua and Lowell...100	720,000	M. & N.	Nov. '68	Virginia Central...100	2,353,675		
Cin. Ham. & Dayton...100	3,621,664			Nashville & Chattanooga...100	2,056,544	F. & A.	Aug. '68	Virginia and Tennessee...100	3,497,791		
Cincinnati City Passenger...100	1,678,345			Naugatuck...100	1,436,000	J. & J.	Jan. '69	Western Union...100	2,707,693		
Cincinnati & Zanesville...50	192,750			New Bedford & Taunton...100	500,000			West Jersey...100	504,150		
Citizens Passenger (Phila.)...50	10,450,000			New Haven & N. London...100	738,528	J. & J.	Jan. '69	West Philadelphia...100	249,100	J. & J.	Jan. '69
Clev. Col. Cin. & Ind...100	2,056,400			N. Haven & Northampton...100	1,244,000	J. & J.	Jan. '68	Wilmington and Weldon...100	1,468,775		
Cleveland & Mahoning...50	7,650,000			New Jersey...100	6,000,000	F. & A.	Aug. '68	Winchester and Potomac...100	1,847,650	J. & J.	Jan. '69
Cleveland, Fairway & Ashta...100	5,424,091			New London Northern...100	896,000	M. & S.	Mar. '68	Worcester and Nashua...75	1,522,600	J. & J.	Jan. '69
Cleveland and Toledo...50	6,000,000			New York Central...100	23,337,000	F. & A.	Jan. '69				
Cleveland and Toledo...100	11,420,000			New York and Harlem...100	1,255,050	J. & J.	Jan. '69				
Col. Q. & Indiana Cen...100	1,786,200			Do. pref.50	1,500,000	J. & J.	Jan. '69				
Columbus and Xenia...50	1,500,000			New York & New Haven...100	6,000,000	J. & J.	Jan. '69				
Concord...100	250,000			N. Y. Provid. & Boston...100	2,000,000	J. & J.	Jan. '69				
Concord & Portsmouth...100	500,000			Niag. Bridge & Cananda...100	1,000,000	J. & J.	Jan. '69				
Coney Island & Brooklyn...100	139,000			Ninth Avenue...100	797,400	J. & J.	Jan. '69				
Conn. & Passump. Rivers...100	1,832,100			North Carolina...100	4,000,000						
Do. do. pref.100	1,700,000			Northern Central...50	4,648,900	F. M. A. N.	May '67				
Connecticut River...100	1,316,900			North Eastern (S. O.) pref.100	156,000						
Cumberland Valley...100	400,000			Northern of N. Hampsh...100	3,064,400	J. & D.	Dec. '68				
Dayton and Michigan...100	2,392,361			Northern of N. Jersey...100	159,100						
Delaware...50	694,280			North Pennsylvania...100	3,150,150						
Del. Lackaw. & Western...100	18,358,020			Norwich and Worcester...100	2,368,000	J. & J.	Jan. '69				
Des Moines Valley...100	1,820,200			Ogdensb. & L. Champl'n...100	3,024,000	J. & J.	Jan. '69				
Detroit & Milwaukee...100	1,047,850			Do. pref.100	1,037,000	A. & O.	Oct. '68				
Do. do. pref.100	1,500,000			Ohio and Mississippi...100	20,000,000						
D. Dock, E. B'd. & Bat...100	1,200,000			Oil Creek & Allegheny R...50	4,259,000	J. & D.	Dec. '68				
Dubuque and Sioux City...100	1,673,641			Old Colony & Newport...100	4,848,320	J. & J. O.	Jan. '69				
Do. do. pref.100	1,987,351			Orange and Newark...100	281,550						
Eastern (Mass.)...100	3,883,500			Oswego and Syracuse...50	482,400	F. & A.	Aug. '68				
Eastern (N. H.)...100	492,600			Pacific of Missouri...100	2614,515						
East Pennsylvania...50	654,800			Panama...100	7,000,000	J. & J. O.	Jan. '69				
East Tenn. and Georgia...100	2,369,730			Paterson and Ramapo...100	248,500	J. & J.	Jan. '69				
East Tenn. and Virginia...100	667,800			Paterson and Hudson River...100	630,000	J. & J.	Jan. '69				
Elgin Avenue (N. Y.)...100	1,000,000			Pennsylvania...100	21,045,750	M. & N.	Nov. '68				
Elm. Jeffers. & Canand...100	500,000			Peoria & Bureau Valley...100	1,200,000	A. & O.	Oct. '68				
Elmira & Williamsport...50	500,000			Philadelphia and Erie...50	5,996,700	J. & J.	Jan. '69				
Do. do. pref.50	500,000			Philadelphia and Reading...100	21,304,301	J. & J.	Jan. '69				
Erie Railway...100	5,535,910			Do. Do. preferred...50	1,551,900	A. & O.	Oct. '68				
Erie & Pittsburgh...50	64,300			Phil. Germant'n & Nor'n...100	1,835,550	J. & J.	Jan. '69				
Evansville & Crawfordav...100	1,143,448			Phil. and Trenton...100	1,099,120	F. & A.	Aug. '68				
Fitchburg...100	3,450,000			Phila. Wil. & Balt...50	9,958,300	J. & J.	Jan. '69				
Fitchburg & Worcester...100	248,000			Philadelphia City...50	100,000	J. & J.	Jan. '69				
Flint and Holly...100	500,000			Philadelphia and Darby...20	100,000	J. & J.	Jan. '69				
Forty Sec. St. & G. St. Fy...100	750,000			Phila. and Grey's Ferry...25	217,697	J. & J.	Jan. '69				
Frankl. & Southw. (Ph.)...50	491,620			Pittsfield, Ft. W. & Chicago...100	11,500,000	J. & J. O.	Jan. '69				
Georgia...100	4,150,000			Pittsfield and N. Adams...100	450,000	J. & J.	Jan. '69				
Germantown (Phila.)...50	112,245			Portland and Kennebec...100	579,500	F. & A.	Aug. '68				
Grand College (Phila.)...50	100,000										
Granite...100	100,000										
Green and Coates St. (Ph.)...50	150,000										

CANALS.

Chesapeake and Delaware	50	1,518,963	J. & D.	Dec. '68
Chesapeake and Ohio	25	5,222,695		
Delaware Division	50	1,632,350	F. & A.	Aug. '68
Delaware and Hudson	100	10,000,000	F. & A.	Feb. '69
Delaware and Raritan	100	2,521,300	F. & A.	Aug. '68
Erie of Pennsylvania	50	64,000		
Lehigh Coal and Navigat.	50	8,739,500	M. & N.	May '67
Monongahela Navigation	50	728 100	J. & J.	Jan. '68
" Morris (consolidated)	10	1,025,000	F. & A.	Feb. '67
" (preferred)	100	1 175,000	F. & A.	Feb. '68
Schuyl. Navigation (cons.)	50	1,608,207	F. & A.	Feb. '67
" " (pref.)	50	2,888,805	F. & A.	Feb. '67
Susq. and Tide Water	50	2,002,746		
" Union	50	2,907,850		
" " preferred	50		J. & J.	Jan. '66
W. Branch and Susq.	50	1,100,000	J. & J.	Jan. '66
Wyoming Valley	50	500,000	Irregular	Oct. '67

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic and Great Western:													
1884.....	160,713	164,438	166,493	194,992	200,807	265,629	256,512	350,408	401,103	357,228	353,344	328,828	3,526,482
1885.....	289,445	347,211	432,340	355,045	472,493	410,900	493,832	596,584	541,481	675,446	634,243	576,365	6,826,385
1886.....	475,641	453,279	885,991	412,521	464,507	493,243	466,898	568,589	533,150	599,670	474,056	398,578	6,696,119
1887.....	377,852	380,190	489,555	407,018	465,102	383,396	400,560	461,879	483,177	483,917	474,134	360,641	5,167,371
1888.....	404,467	393,251	408,947	389,654	355,255	359,184	343,325	413,484	480,439	464,370	454,081	.....	.....
Chicago and Alton:													
1883.....	100,850	101,355	104,372	122,084	132,301	145,542	149,137	157,943	170,044	170,910	156,899	153,294	1,673,706
1884.....	100,991	154,418	195,803	162,723	178,786	206,090	224,257	312,165	354,554	320,879	307,803	252,015	2,770,484
1885.....	280,503	275,283	299,063	258,480	322,278	355,270	335,985	409,251	401,280	357,956	307,919	236,804	3,840,092
1886.....	226,153	222,241	290,111	269,240	329,851	371,544	321,597	387,289	322,638	360,223	325,030	271,247	3,696,163
1887.....	343,787	167,832	235,961	282,165	335,510	342,358	354,244	415,982	408,999	426,752	399,102	530,169	3,892,861
1888.....	250,539	296,496	261,599	270,386	341,181	373,461	406,616	570,353	488,155	480,212	409,062	389,074	4,544,134
Chicago, Rock Island and Pacific:													
1883.....	140,024	130,225	122,512	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,956,267
1884.....	175,482	243,150	185,013	198,079	243,178	224,980	307,874	375,880	324,965	336,617	321,037	.....	3,095,470
1885.....	305,554	246,331	289,403	196,580	234,612	321,818	244,121	306,231	359,489	307,522	270,073	201,779	3,518,514
1886.....	241,395	183,385	257,230	200,099	277,506	306,693	238,926	317,977	400,941	423,474	345,028	260,268	3,468,922
1887.....	292,047	224,021	272,454	268,369	297,625	276,681	297,513	444,024	566,403	599,549	442,275	377,053	4,568,814
1888.....	308,587	297,464	276,431	288,700	308,391	366,200	329,800	478,600	544,900	559,900	401,100	391,400	4,541,978
Chicago and Northwestern:													
1883.....	.....	.....	.....	.....	.....	366,100	281,334	296,169	473,186	551,122	455,945	407,688	2,811,544
1884.....	273,876	317,839	390,355	421,363	466,830	568,145	480,710	519,306	609,605	729,759	716,378	563,400	6,114,566
1885.....	541,005	499,296	468,558	585,623	747,942	702,691	767,508	946,707	832,683	754,671	647,842	547,542	7,976,490
1886.....	523,560	399,917	523,745	537,519	658,948	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,569	9,296,450
1887.....	696,147	774,664	765,398	774,279	895,712	893,658	888,214	1,063,236	1,448,942	1,541,057	1,211,530	879,900	11,632,737
1888.....	724,890	807,478	850,193	1,094,598	1,211,150	1,167,544	1,091,466	1,266,831	1,518,483	1,574,906	1,135,334	1,001,392	13,443,766
Erie:													
1882.....	690,097	601,595	638,006	626,070	587,416	528,842	508,024	615,962	756,421	885,136	902,906	963,859	8,400,334
1883.....	845,695	859,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,038,321	10,469,481
1884.....	984,837	934,133	1,114,508	1,099,507	1,072,293	1,041,975	994,317	1,105,364	1,301,005	1,222,568	1,224,909	1,324,217	12,429,643
1885.....	1,001,007	947,146	1,256,566	1,458,455	1,133,461	1,177,372	1,202,180	1,331,046	1,336,615	1,438,689	1,522,472	1,429,766	15,434,776
1886.....	1,185,746	987,936	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,295,400	1,416,101	1,476,244	1,416,001	1,041,116	14,596,411
1887.....	917,639	1,139,528	1,122,143	1,122,143	1,118,731	1,071,312	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,646	14,139,264
1888.....	1,031,320	901,752	1,136,994	1,263,742	1,163,612	1,089,605	1,093,043	.....	.....	.....	.....	.....	.....
Illinois Central:													
1882.....	190,130	256,637	181,084	191,648	206,246	269,282	261,079	352,786	414,543	410,336	372,693	359,463	3,445,827
1883.....	299,944	271,085	275,643	289,224	334,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,022
1884.....	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,236	661,391	657,141	603,402	6,329,447
1885.....	571,536	528,972	616,665	516,608	490,573	617,682	578,403	747,469	739,736	641,569	643,887	518,085	7,181,206
1886.....	603,053	505,266	505,465	411,005	569,250	567,679	480,626	578,253	571,348	661,971	589,219	504,066	6,546,741
1887.....	647,120	524,871	417,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,610	613,329	7,160,992
1888.....	572,364	531,224	462,317	538,077	579,560	621,686	576,458	764,133	873,500	901,631	699,591	.....	.....
Marietta and Cincinnati:													
1885.....	96,672	87,791	93,763	78,007	76,248	107,525	104,603	115,184	125,252	116,405	116,146	108,767	1,224,058
1886.....	90,411	85,447	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,952	123,602	123,383	1,201,239
1887.....	94,136	78,976	92,190	92,768	96,535	106,534	114,716	121,217	142,823	132,387	128,383	128,383	1,278,713
1888.....	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,066	119,169	121,408	1,294,096
Michigan Southern & Northern Indiana:													
1883.....	248,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,390	348,048	3,302,543
1884.....	256,900	304,445	338,454	330,651	267,126	316,258	278,891	358,862	402,219	407,107	448,934	411,806	4,120,152
1885.....	368,996	366,361	413,974	365,180	351,489	387,095	301,613	418,575	486,808	524,760	495,072	351,799	4,826,727
1886.....	312,846	277,234	412,715	413,970	418,024	384,684	338,558	384,401	429,177	496,655	429,546	352,218	4,650,328
1887.....	305,857	311,088	395,372	409,248	357,749	307,968	313,130	434,318	488,388	530,871	429,785	380,084	4,663,893
1888.....	362,021	338,335	351,497	455,983	400,486	368,550	301,495	435,781	512,523	532,061	419,005	428,313	4,929,060
Michigan Central:													
1882.....	230,150	159,653	151,902	175,696	186,039	174,002	172,189	216,624	295,565	322,360	307,474	258,634	2,650,702
1883.....	242,073	245,858	236,432	238,495	236,453	206,221	193,328	215,449	308,168	375,488	339,794	306,186	3,168,066
1884.....	252,435	278,848	348,802	338,276	271,553	265,780	263,244	346,781	408,445	410,802	405,510	376,470	3,970,946
1885.....	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,501	476,661	490,694	447,670	328,570	4,520,550
1886.....	282,439	265,796	337,158	343,737	365,196	338,083	324,966	359,646	429,161	493,640	414,604	308,669	4,250,116
1887.....	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,073
1888.....	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,826	390,671	4,569,261
Milwaukee and St. Paul:													
1887.....	319,763	240,755	261,143	316,266	401,900	369,356	365,412	350,565	751,738	1,101,771	775,616	438,273	5,683,006
1888.....	350,884	353,281	363,629	565,718	458,094	423,247	622,545	622,545	1,023,520	1,037,434	529,927	468,796	6,517,563
New York Central:													
1882.....	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	965,228	1,002,793	9,693,593
1883.....	920,272	790,167	867,590	911,397	839,126	841,165	815,712	840,450	1,079,551	1,041,532	1,045,401	1,157,818	11,009,853
1884.....	921,831	968,587	1,059,028	1,105,664	1,044,355	1,029,736	1,036,932	1,273,117	1,460,076	1,227,113	1,187,505	1,116,829	13,587,709
1885.....	957,869	613,381	955,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,752	1,524,434	1,526,839	1,486,356	1,117,868	14,576,128
1886.....	1,086,360	895,887	1,135,745	1,190,411	1,170,415	1,084,533	1,162,461	1,285,911	1,480,929	1,530,518	1,211,108	935,657	14,143,216
1887.....	901,571	845,853	1,075,773	1,227,286	1,093,731	934,536	1,101,693	1,388,915	1,732,073	.....	.....	.....	.....
Ohio and Mississippi:													
1884.....	210,329	260,466	309,261	269,444	224,963	223,242	268,177	302,596	332,400	278,066	346,243	275,950	3,311,077
1885.....	259,223	299,139	313,914	271,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,066
1886.....	267,541	246,109	326,236	277,424	283								

NATIONAL AND STATE SECURITIES.

*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.	*Indicates that no interest is paid.	Amounts outstanding.	Rate.	Payable.	WHEN PAYABLE.	Market Price.
National Securities, Jan. 1, 1869.						Massachusetts—State Almshouse Loan.	100,000	5	May & Nov.	1872	
Loan of Jan. 29, 1847.....registered		6	Jan. & July.	1867	---	" " " " " " " " " " " "	276,000	6	April & Oct.	'73-'74	104
Loan of June 14, 1848.....registered	256,000	6	" " " " " " " " " " " "	1868	---	" " " " " " " " " " " "	220,000	6	May & Nov.	1882	
Loan of March 31, 1848.....coupon	20,000,000	5	Jan. & July.	1874	112	" " " " " " " " " " " "	150,000	6	April & Oct.	1868	108
Texas Indemnity, of Sep. 9, 1859.....coupon	7,022,000	5	" " " " " " " " " " " "	1871	116	" " " " " " " " " " " "	75,000	6	Jan. & Dec.	1868	
Loan of June 22, 1860.....registered	13,415,000	5	" " " " " " " " " " " "	1871	126	" " " " " " " " " " " "	172,000	6	" " " " " " " " " " " "	'70-'72	120
Loan of Feb. 3, 1861.....registered	1,016,000	5	" " " " " " " " " " " "	1881	111	" " " " " " " " " " " "	94,000	6	Jan. & July.	1874	129
Oregon War Bonds of March 3, 1861.....coupon	264,240,400	6	" " " " " " " " " " " "	1881	109	" " " " " " " " " " " "	50,000	6	June & Dec.	1877	125
Loan of July 17, 1861.....registered	1,602,508,050	6	July.	1881	112	" " " " " " " " " " " "	600,000	5	Jan. & July.	'77-'78	
Loan of Feb. 25, 1862 (5-20s).....registered	194,567,300	6	Jan. & July.	1881	111	" " " " " " " " " " " "	885,000	6	" " " " " " " " " " " "	1883	107
Loan of Feb. 25, 1862 (5-20s).....coupon	50,097,000	6	May & Nov.	1882	108	" " " " " " " " " " " "	4,376,500	5	" " " " " " " " " " " "	1893	115
Loan of March 3, 1864 (5-20s).....registered	27,039,020	6	May & Nov.	1882	112	" " " " " " " " " " " "	3,939,000	6	May & Nov.	1894	116
Loan of March 3, 1864 (5-20s).....coupon	356,021,073	6	May & Nov.	1884	109	" " " " " " " " " " " "	850,000	6	Jan. & July.	'71-'72	120
Loan of March 3, 1865 (5-20s).....registered	55,865,000	6	May & Nov.	1884	109	" " " " " " " " " " " "	2,150,000	6	" " " " " " " " " " " "	'74-'76	117
Loan of March 3, 1865 (5-20s).....coupon	14,900,000	6	May & Nov.	1884	109	" " " " " " " " " " " "	2,113,000	6	Mar. & Sept.	'71-'88	101
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	4,819,520	6	April & Oct.	'66-'71	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	278,000	6	Jan. & July.	'68-'71	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	200,000	6	Jan. & July.	1890	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	986,500	5	April & Oct.	'01-'03	110
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	554,180	5	" " " " " " " " " " " "	'88-'90	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	100,000	6	Jan. & July.	1878	93
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	210,000	6	" " " " " " " " " " " "	1878	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	1,780,000	6	" " " " " " " " " " " "	'73-'83	95
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	250,000	7	" " " " " " " " " " " "	1888	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	1,111,500	7	" " " " " " " " " " " "	1896	99
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	465,000	7	May & Nov.	1890	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	100,000	7	Jan. & July.	1877	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	2,275,000	7	Jan. & July.	1883	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	2,000,000	6	" " " " " " " " " " " "	'41-'71	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	5,000,000	6	" " " " " " " " " " " "	Var.	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	622,000	6	Jan. & July.	'62-'83	87
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	3,000,000	6	" " " " " " " " " " " "	'81-'86	84
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	7,000,000	6	" " " " " " " " " " " "	'81-'87	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	4,500,000	6	" " " " " " " " " " " "	'85-'87	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	4,350,000	6	" " " " " " " " " " " "	'82-'87	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	3,500,000	6	" " " " " " " " " " " "	'83-'89	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	650,000	6	" " " " " " " " " " " "	'85-'87	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	700,000	6	" " " " " " " " " " " "	1887	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	1,194,100	6	Jan. & July.	'67-'78	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	600,000	6	May & Nov.	'84-'89	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	609,500	6	April & Oct.	'67-'74	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	500,000	6	Jan. & July.	1869	99
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	1,798,900	6	Jan. & July.	'67-'84	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	1,002,900	6	" " " " " " " " " " " "	'80-'90	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	793,400	6	" " " " " " " " " " " "	'97-'02	105
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	706,000	7	J. A. J. & O.	1870	108
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	2,559,000	7	Jan. & July.	1877	107
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	27,726,500	7	" " " " " " " " " " " "	1877	107
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	1,189,780	6	" " " " " " " " " " " "	pleas.	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	800,000	6	" " " " " " " " " " " "	1868	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	800,000	6	" " " " " " " " " " " "	1878	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	3,050,000	6	J. A. J. & O.	1871	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	6,000,000	6	" " " " " " " " " " " "	1873	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	2,250,000	6	" " " " " " " " " " " "	1874	102
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	1,400,000	6	" " " " " " " " " " " "	'75-'77	102
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	909,007	6	Jan. & July.	pleas.	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	442,980	6	May & Nov.	1869	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	900,000	5	Jan. & July.	1876	99
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	800,000	5	" " " " " " " " " " " "	1878	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	1,163,000	5	J. A. J. & O.	1868	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	187,000	5	" " " " " " " " " " " "	1871	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	4,500,000	5	" " " " " " " " " " " "	1874	93
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	368,000	6	Various	'69-'78	61
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	8,384,000	6	Jan. & July.	'81-'90	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	650,000	6	April & Oct.	'90-'91	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	3,500,000	6	Jan. & July.	1860	62
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	280,366	6	Jan. & July.	1868	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	2,183,532	6	" " " " " " " " " " " "	1870	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	1,600,000	6	" " " " " " " " " " " "	1875	101
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	4,066,309	6	" " " " " " " " " " " "	1881	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	2,400,000	6	" " " " " " " " " " " "	1886	102
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	218,674	7	Jan. & July.	1876	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	4,993,000	5	Various	'71-'92	94
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	5,083,052	5	" " " " " " " " " " " "	'68-'70	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	400,000	6	April & Oct.	1879	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	92,860	6	Jan. & July.	1877	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	99,480	5	" " " " " " " " " " " "	1882	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	720,983	5	" " " " " " " " " " " "	1892	
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	4,907,160	5	" " " " " " " " " " " "	1877	102
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	7,909,620	6	" " " " " " " " " " " "	1882	103
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	9,270,017	6	" " " " " " " " " " " "	1892	104
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	8,000,000	6	" " " " " " " " " " " "	1871	101
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	468,000	6	Feb. & Aug.	1871	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	1,196,000	6	April & Oct.	1871	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	269,000	6	Mar. & Sept.	1886	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	776,000	6	April & Oct.	1898	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	917,000	6	Jan. & July.	1894	100
Loan of March 3, 1865 (5-20s).....coupon		6	May & Nov.	1884	109	" " " " " " " " " " " "	796,898	6	Feb. & Aug.	'68-'70	100
Loan of March 3, 1865 (5-20s).....coupon		5	J. A. J. & O.	1871	90	" " " " " " " " " " " "	2,275,000	5	J. A. J. & O.	'71-'90	
Loan of March 3, 1865 (5-20s).....coupon		6	Jan. & July.	1887		" " " " " " " " " " " "	1,210,803	6	Jan. & July.	1887	
Loan of March 3, 1865 (5-20s).....coupon		6	Jan. & July.	1887		" " " " " " " " " " " "	1,949,430	6	" " " " " " " " " " " "	1889	90
Loan of March 3, 1865 (5-20s).....coupon		6	Jan. & July.	1887		" " " " " " " " " " " "	239,167	6	April & Oct.	Var.	
Loan of March 3, 1865 (5-20s).....coupon		6	Jan. & July.	1887		" " " " " " " " " " " "	1,706,000	6	" " " " " " " " " " " "	1889	90
Loan of March 3, 1865 (5-20s).....coupon		6	Jan. & July.	1887		" " " " " " " " " " " "	14,000,000	6	Jan. & July.	30 yrs	
Loan of March 3, 1865 (5-20s).....coupon		6	Jan. & July.	1887		" " " " " " " " " " " "	2,207,000	6	" " " " " " " " " " " "	Var.	
Loan of March 3, 1865 (5-20s).....coupon		6									

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		
			When.	Where.						When.	Where.				
Adirondack:							Camden and Burlington County:								
1st Mortgage.....	\$915,000	7	Jan. & July.	New York.	1886	....	1st Mortgage of 1867 for \$350,000	\$250,000	6	Feb. & Aug.	Philadelphia.	1897	90 1/2		
Alabama and Florida:							Cape Cod Central:								
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1867	....	1st Mortgage.....	125,000	6	— & —	Boston.	18—	....	
Land Mortgage.....	550,000	7	—	—	1887	....	Cape May and Millville:								
2d Mortgage.....	300,000	7	April & Oct.	"	1871	....	1st Mortgage.....	200,000	7	— & —	New York.	18—	....	
Interest Coupon.....	804,101	7	Jan. & July.	"	1876	....	Catawissa:								
Albany and Susquehanna:							1st Mortgage.....	262,000	7	Feb. & Aug.	Philadelphia.	1882	....	
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1893	....	Cedar Falls and Minnesota:								
Albany City Loan.....	1,000,000	6	May & Nov.	"	1895	....	1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1885	....	
2d Mortgage for \$2,000,000	639,000	7	April & Oct.	"	1885	....	1st Mort. (W. to Minn. L. 69 m.)	1,407,000	7	Jan. & July.	"	1887	....	
Allegheny Valley:							Cedar Rapids and Missouri River:								
1st Mortgage.....	398,000	7	April & Oct.	Pittsburg.	1891	....	1st Mortgage.....	7	— & —	New York.	1916	98			
1st Mortgage (Extension).....	4,000,000	7.3	"	"	1896	....	Central Branch Union Pacific:								
Andreocoggin:							1st Mort. (Atchison & Pike's P.)	1,600,000	6	May & Nov.	New York.	1898	....	
1st Mortgage.....	415,000	6	June & Dec.	Portland.	1877	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1898	....	
Ashuelot:							Central of Georgia:								
1st Mortgage.....	150,000	6	Jan. & July.	Keene.	1861	....	1st Mortgage.....	788,000	7	March & Sept.	Savannah.	1875	96		
Atlantic and Great Western:							Central of New Jersey:								
1st Mortgage (New York).....	886,000	7*	April & Oct.	London.	1879	....	1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	1870	100 1/2		
1st Mortgage (Pennsylvania).....	2,161,500	7*	"	"	1877	....	2d Mortgage.....	600,000	7	May & Nov.	"	1875	100		
1st Mortgage (Ohio).....	3,740,900	7	"	New York.	1876	....	Central Ohio:								
1st Mortgage (Franklin Branch)	349,000	7	June & Dec.	London.	1882	....	1st Mortgage.....	2,500,000	6	March & Sept.	New York.	1890	86		
1st Mortgage (Buffalo Extension)	1,382,000	7*	April & Oct.	"	1884	....	Central Pacific of California:								
1st Mortgage (Silver Creek Br.)	200,000	7*	March & Sept.	"	1884	....	1st Mortgage (on 725 m.) free.....	15,000,000	6*	Jan. & July.	New York.	1898	99 1/2		
2d Mortgage (New York).....	761,000	7	April & Oct.	New York.	1881	....	2d Mortgage (paid by Cal.).....	1,500,000	7*	"	"	"	1885	104 1/2	
2d Mortgage (Pennsylvania).....	757,500	7*	"	London.	1882	....	Convertible bonds.....	1,500,000	7*	"	"	"	1883	108 1/2	
2d Mortgage (Ohio).....	2,653,000	7*	Jan. & July.	"	1883	....	National Loan.....	15,000,000	6	"	"	"	1895	90 1/2	
Consolidated Mortgage.....	17,105,000	7*	April & Oct.	"	1895	....	Charleston and Savannah:								
Atlantic and Gulf:							1st Mortgage (guar by S. Car.)..	505,000	6	March & Sept.	Charleston.	1877	40		
1st Mortgage (S. A. & G. R. R.)	300,000	7	April & Oct.	Savannah.	18—	....	Charlotte and South Carolina:								
1st Mort. (A. & G. R. R. No. 7 to T.)	500,000	7	"	New York.	18—	....	1st Mortgage for \$500,000.....	334,000	7	Jan. & July.	New York.	var.	62		
1st Mort. (A. & G. R. R. S. No. 7)	500,000	7	"	"	18—	....	Cheraw and Darlington:								
1st mortgage (Bainbridge Ext.)..	500,000	7	"	"	18—	....	1st Mortgage.....	150,000	7	— & —	Charleston.	1870	....	
Consol. Mort. (\$2,000,000) free..	—	7	Jan. & July.	"	1897	....	2d Mortgage.....	75,000	7	"	"	1869	....	
Atlantic and St. Lawrence:							Cheshire:								
Portland City Loan (sinking fund)	1,500,000	6	Various	B. & N. Y.	1868-70	....	Company bonds.....	672,200	6	Jan. & July.	Boston.	1875-80	92 1/2		
2d Mortgage.....	1,499,992	6	April & Oct.	Portland.	1866	....	Chester Valley:								
Sterling Loan.....	484,000	6*	May & Nov.	London.	1878	....	1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1872	61 1/2		
Baltimore and Ohio:							Chicago and Alton:								
Loan of 1864.....	821,261	6	J. A. J. & O.	Baltimore.	1867	....	1st Mortgage, pref. sinking fund.	444,000	7	May & Nov.	New York.	1877	100		
Loan of 1865.....	894,250	6	Jan. & July.	"	1875	92	1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	97 1/2		
Loan of 1866.....	602,000	6	"	"	1880	93 1/2	Income bonds (2d Mortgage).....	1,100,000	7	April & Oct.	"	1888	92		
Loan of 1867.....	1,744,500	6	April & Oct.	"	1885	94 1/2	Chicago, Burlington and Quincy:								
Baltimore City Loan of 1865.....	5,000,000	6	Jan. & July.	"	1890	....	Trust Mortgage.....	3,078,000	8	Jan. & July.	New York.	1883	110		
Northwestern Va. R. R. 2d Mort.	495,000	6	"	"	1873	....	Trust Mortgage, convertible.....	150,000	8	"	"	1883	....	
Northwestern Va. R. R. 3d Mort.	201,000	6	"	"	1885	....	2d Mortgage.....	941,000	7 1/2	July.	Frankfort.	1880	....	
Bay de Noquet and Marquette:							Company bonds.....	680,000	7	March & Sept.	New York.	1890	....	
1st Mortgage.....	250,000	7	Jan. & July.	New York.	18—	....	Chicago, Cincinnati and Louisv.:								
Bellefonte:							1st Mortgage for \$1,000,000.....	400,000	7	Jan. & July.	New York.	1887	....	
1st Mortgage (B. and Ind. R.R.)..	1,225,000	7	Jan. & July.	New York.	1870-90	....	Chicago and Great Eastern:								
2d Mortgage.....	483,000	7	"	"	1870	....	1st Mortgage.....	5,000,000	7	April & Oct.	New York.	1895	70 1/2		
Bellefonte and Snow Shoe:							1st Mortgage (convertible).....	—	7	"	"	1895	....	
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	18—	....	Chicago, Iowa and Nebraska:								
Belvidere Delaware:							1st Mortgage.....	1,110,000	7	— & —	New York.	1881	....	
1st Mortgage (guar. by C. & A.)	1,000,000	6	June & Dec.	New York.	1867	....	Chicago and Milwaukee (45 m'ls):								
2d Mortgage (guar. by C. & A.)	500,000	6	March & Sept.	Princeton.	1885	84	1st Mortgage (C. & N. W.).....	397,000	7	May & Nov.	New York.	1874	80		
3d Mortgage (guar. by C. & A.)	745,000	6	Feb. & Aug.	"	1877	77 1/2	3d Mortgage ("").....	37,900	7	Feb. & Aug.	"	1870	....	
Blue Ridge, S. Car.:							Chicago and Northwestern:								
1st Mortgage of \$2,500,000.....	204,000	7	Jan. & July.	Charleston.	1884	....	Pref. sinking fund b'ds (193 m.)	1,249,500	7	Feb. & Aug.	New York.	1885	96 1/2		
Boston, Clinton and Fitchburg:							Funded Coupons.....	755,000	7	May & Nov.	"	1883	91 1/2		
1st Mort. (Agricultural Br. R.R.)	100,000	6	Jan. & July.	Northboro'	1875	....	General 1st Mortgage.....	8,585,500	7	Feb. & Aug.	"	1885	92 1/2		
1st Mortgage (B. C. and F. R.R.)	300,000	6	"	Boston.	1886	....	1st Mortgage, Appleton Ext.....	184,000	7	"	"	1885	....	
Boston, Concord and Montreal:							1st Mortgage, Green Bay Ext.....	300,000	7	"	"	1885	....	
1st Mort. (Conc. to War. 71 m.)	200,000	7	Feb. & Aug.	New York.	1865	....	Equipment Bonds.....	133,000	7	April & Oct.	"	1874	....	
2d Mort. conv. (1st M. on 22 1/2 m.)	100,000	6	Jan. & July.	Boston.	1870	....	Mississippi River Bridge Bonds.	200,000	7	Jan. & July.	"	1884	....	
2d Mort. conv. (1st M. on 22 1/2 m.)	250,000	7	"	New York.	1870	....	Elgin and State L. purchase b'ds	189,000	6	"	"	1878	....	
Sinking Fund Mortgage.....	500,000	6	"	Boston.	1889	....	Consolidated sinking fund bonds	3,422,000	7	F. M. A. & N.	"	1915	82 1/2		
Boston, Hartford and Erie:							Equipment Bonds.....	1,925,000	10	May & Nov.	"	1882	101		
1st Mortgage (old).....	600,000	7	March & Sept.	Boston.	1884	82 1/2	1st Mort. (Gal. & Chic. U. R. R.)	1,919,000	7	Feb. & Aug.	"	1882	....	
1st Mortgage (new).....	3,900,000	7	Jan. & July.	"	1899	63	2d Mort. (Gal. & Chic. U. R. R.)	1,029,000	7	May & Nov.	"	1875	....	
Boston and Lowell:							1st Mortgage (Peninsula R.R.)..	1,075,000	7	March & Sept.	"	1898	....	
Company bonds (no mortgage)...	449,000	6	Jan. & July.	Boston.	1873	....	1st Mort. (Chi. & Mil. R.W. 85 m.)	1,068,000	7	Jan. & July.	"	1898	89		
Company bonds (no mortgage)...	200,000	6	April & Oct.	"	1879	98	1st Mortgage (Beloit & Mad. R.)	372,000	7	"	"	1888	....	
Company bonds (no mortgage)...	304,600	6	"	"	1887	....	Chicago, Rock Island and Pacific:								
Boston and Providence:							1st Mortgage (C. & R. I. R.R.)..	1,397,000	7	Jan. & July.	New York.	1870	100		
Company bonds (no mortgage)...	94,382	6	April & Oct.	Boston.	68-77	....	1st Mort. (C. R. I. and P. R. R.)	6,696,000	7	"	"	1896	93 1/2		
Buffalo, Bradford and Pittsburg:							Cin. & Chic. A.L. (C.C. & I.C.R.R.)								
1st Mortgage.....	1,766,000	7	Jan. & July.	New York.	1886	....	1st Mortgage.....	7	Feb. & Aug.	New York.	1890	....		
Buffalo, Corry and Pittsburg:							Sinking Fund.....	—	7	May & Nov.	"	1886	....	
1st Mortgage (B. C. & P. of Pa.)	100,000	7	Jan. & July.	Pittsburg.	18—	....	Cincinnati, Dayton and Eastern:								
1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	New York.	18—	....	1st Mortgage.....	465,000	7	Feb. & Aug.	New York.	1896	....	
Buffalo and Erie:							Cincinnati, Hamilton and Dayton:								
Co. bonds (Buff. and State Line)	400,000	7	June & Dec.	New York.	1870	....								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cleveland, Painesv. and Ashta.:							Erie:						
1st Mortgage.....	\$500,000	7	Jan. & July.	New York.	1874	91½	1st Mortgage.....	\$3,000,000	7	May & Nov.	New York.	1877	102½
2d Mortgage.....	1,000,000	7	" "	" "	1881		2d Mortgage.....	4,000,000	7	March & Sept.	" "	1879	98
3d Mortgage.....	1,000,000	7	April & Oct.	" "	1888	92	3d Mortgage.....	6,000,000	7	" "	" "	1883	92
Cleveland and Toledo:							4th Mortgage.....	4,441,000	7	April & Oct.	" "	1880	98
1st Mort. (Junc. R. R. 1st Div.)..	27,000	7	April & Oct.	New York.	1867		5th Mortgage.....	926,500	7	June & Dec.	" "	1888	82½
1st Mort. (Junc. R. R. 2d Div.)..	126,000	7	June & Dec.	" "	1882		Buffalo Branch Bonds.....	186,400	7	Jan. & July.	" "	1891	
1st Mortgage (Clev. and Tol.)..	692,000	7	April & Oct.	" "	1886		Sterling Loan \$300,000.....	3,875,520	7	March & Sept.	London.	1876	
1st Mortgage S. F. (Clev. & Tol.)	2,021,000	7	Jan. & July.	" "	1885	100	Erie and Pittsburgh:						
Columbia and Augusta:							1st Mortgage.....	900,000	7	Jan. & July.	Philadelphia.	1882	
1st Mortgage for \$1,000,000.....	650,000	7	Jan. & July.	New York.	1888		2d Mortgage for \$700,000.....	370,200	7	April & Oct.	" "	1875	
Columbus, Chicago & Ind. Cent.:							Evansville and Crawfordsville:						
Trust Mort. S. F. for \$15,000,000.		7	April & Oct.	New York.	1908	79½	1st Mortgage of 1852.....	250,000	7	Jan. & July.	New York.	1869	
Columbus and Indiana Central:							1st Mortgage of 1854.....	740,000	7	May & Nov.	" "	1869	
1st Mortgage.....	3,200,000	7	May & Nov.	New York.	1904	81	Rockville Extension 1st Mort.	150,000	7	Feb. & Aug.	" "	1891	
2d Mortgage.....	816,000	7	" "	" "	18—		Fall River, Warren & Providence:						
Income Bonds.....	1,500,000	7	" "	" "	18—		1st Mortgage.....	200,000	7	" "	Providence.	18—	
Columbus and Xenia:							Flemington:						
1st Mortgage for \$500,000.....	248,000	7	March & Sept.	Columbus.	1890		1st Mortgage, guaranteed.....	100,000	6	" "	Princeton.	18—	
Connecticut and Passumpsic Riv.:							Flint and Pere Marquette:						
1st Mortgage for \$500,000.....	573,800	6	June & Dec.	Boston.	1876	99	1st Mortgage.....	815,000	7	" "	New York.	18—	
Notes.....	300,000	7	" "	" "	1876		Galena and Chicago Union:						
Connecticut River:							1st Mortgage.....	1,919,000	7	Feb. & Aug.	New York.	1882	100
1st Mortgage.....	250,000	6	March & Sept.	Boston.	1878	98	2d Mortgage.....	1,025,000	7	May & Nov.	" "	1875	
Connecting:							Mississippi Bridge:						
1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1896	86	Grand Rapids and Indiana:	200,000	7	Jan. & July.	" "	1884	
Council Bluffs and St. Joseph:							1st Mortgage.....	167,000	7	Jan. & July.	New York.	1886	
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1887		Grand River Valley:						
Cumberland Coal and Iron:							1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	18—	
Bonds of Nov. 1862.....	397,000	6	Jan. & July.	New York.	1869		Grand Trunk (Can.):						
Bonds of Feb. 1864.....	89,000	6	Feb. & Aug.	" "	1869		1st Preference Bonds.....	12,573,661	5½	Jan. & July.	London.	18—	
Bonds of July 1867.....	95,000	6	" "	" "	1877		2d Preference Bonds.....	7,355,986	5½	" "	" "	18—	
Cumberland and Pennsylvania:							3d Preference Bonds.....	3,414,094	4	" "	" "	18—	
1st Mortgage for \$1,000,000.....	898,000	6	March & Sept.	New York.	1891		4th Preference Bonds.....	25,592,866	4	" "	" "	18—	
Cumberland Valley:							Equipment Bonds:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		Postal and Military bonds.....	2,435,335	6	April & Oct.	" "	18—	
2d Mortgage.....	109,500	8	" "	" "	1904		5,840,000 var	6	Feb. & Aug.	" "	18—		
Company's Bonds.....	85,300	6	" "	Harrisburg.	18—		Great Western of Canada:						
Danbury and Norwalk:							Government Loan \$573,688.....	2,782,387	6	" "	Ottawa.	18—	
1st Mortgage.....	100,000	7	Jan. & July.	New York.	'70-'80		Mortgage Bonds \$515,200.....	2,983,720	6	" "	London.	'73-'76	
Dayton and Michigan:							Mortgage Bonds \$547,000.....	2,682,550	5½	" "	" "	'77-'78	
1st Mortgage.....	253,000	7	Jan. & July.	New York.	1867		Stock Debentures \$46,700.....	225,500	5	" "	" "	1877	
2d Mortgage.....	2,589,000	7	" "	" "	1881		Great Western of Illinois:						
3d Mortgage.....	642,000	7	March & Sept.	" "	1884		1st Mortgage (W. Div.).....	1,000,000	10	April & Oct.	New York.	1868	
Toledo Depot Bonds.....	169,500	7	" "	" "	'81-'94		1st Mortgage (E. Div.).....	45,000	7	Feb. & Aug.	" "	1888	
Dayton and Union:							1st Mortgage (General).....	2,500,000	7	" "	" "	1888	
1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		2d Mortgage.....	2,500,000	7	May & Nov.	" "	1893	7½
2d Mortgage.....	135,000	7	June & Dec.	" "	1879		Greenville and Columbia:						
Income Bonds.....	251,000	6	" "	" "	'79 aft.		State guaranteed bonds.....	550,000	6	Jan. & July.	Charleston.	18—	87
Dayton and Western:							1st Mortgage.....	1,000,000	7	" "	New York.	18—	
1st Mortgage.....	275,000	7	March & Sept.	New York.	1882		Hannibal and St. Joseph:						
2d Mortgage.....	463,000	6	June & Dec.	" "			State Loan of 1851.....	1,500,000	6	Jan. & July.	New York.	1881	6½
Delaware:							State Loan of 1855.....	1,500,000	6	" "	" "	1885	
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	90	Land Mort. of 1863 for \$3,400,000.	2,300,000	7	April & Oct.	" "	1888	11½
Guaranteed Bonds.....	100,000	6	" "	" "	1875		Convertible bonds of 1863.....	800,000	7	Jan. & July.	" "	1888	
State Loan.....	170,000	6	" "	" "	1876		Six year bonds of 1865.....	1,000,000	10	" "	" "	1872	
Delaware, Lackawanna & Western:							Harrisburg and Lancaster:						
1st Mort. (L. & W.) for \$900,000.	564,000	7	Jan. & July.	New York.	1871	98½	1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	90
1st Mort. (East. Ext.) \$1,500,000.	1,111,000	7	April & Oct.	" "	1876	98	Hartford and New Haven:						
2d Mort. (General) for \$2,600,000.	1,633,000	7	March & Sept.	" "	1881	98	1st Mortgage.....	927,000	6	Jan. & July.	New York.	1873	94
Des Moines Valley:							Hartford, Providence and Fitchburg:						
1st Mortgage (on 154 miles).....	2,310,000	8	April & Oct.	New York.	1877		1st Mort. (R. Island 26.32 m.)...	481,000	7	Jan. & July.	Hartford.	1876	
Income Bonds.....	462,000	7	Jan. & July.	" "	1884		1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	" "	1876	
Detroit and Milwaukee:							Hempfield:						
1st Mortgage, convertible.....	2,500,000	7	May & Nov.	New York.	1875		1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	18—	
2d Mortgage.....	1,000,000	8	" "	" "	1884		Housatonic:						
1st Mortgage Funded Coupons.....	628,525	7	Jan. & July.	" "	1875		1st Mortgage.....	191,000	6	Jan. & July.	Bridgeport.	1877	
2d Mortgage Funded Coupons.....	377,115	7	May & Nov.	" "	1875		2d Mortgage.....	96,000	7	" "	" "	1885	
Bonds of June 30, 1866, (cond.)	1,837,789	7	" "	" "	1886		Houston and Texas Central:						
Detroit, Mon. & Tol. (M.S. & N.L.)							Texas State Loan, sinking fund.	432,000	6	April & Oct.	New York.	67 '90	
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1876		1st Mortgage.....	1,360,000	7	Jan. & July.	" "	1866	
Detroit and Pontiac (Det. & Mil.):							Land Mort. S. F. (\$20,000 p. m.)		6	" "	" "	1891	
1st Mortgage.....	250,000	7	Jan. & July.	New York.	1878		Hudson River:						
2d Mortgage.....	250,000	8	Feb. & Aug.	" "	1886		1st Mortgage.....	110,000	6	Feb. & Aug.	New York.	1869	
Dubuque and Sioux City:							Construction.....	1,954,000	7	" "	" "	1869	10½
1st Mortgage (1st Division).....	300,000	7	Jan. & July.	New York.	1883	92½	1st Mortgage.....	1,938,000	7	" "	" "	1870	
1st Mortgage (construction).....	660,000	7	" "	" "	1894		2d Mortgage, sinking fund.....	2,000,000	7	June & Dec.	" "	1885	10½
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888		3d Mortgage.....	183,000	7	May & Nov.	" "	1875	
Dubuque Southwestern:							Huntington and Broad Top Mt.:						
1st Mortgage, preferred.....	100,000	7	Jan. & July.	New York.	1895		1st Mortgage.....	416,000	7	April & Oct.	Philadelphia.	1870	
2d Mortgage, ordinary.....	450,000	7	" "	" "	1895		2d Mortgage.....	367,500	7	Feb. & Aug.	" "	1875	
East Brandywine & Waynesboro:							Consol. Mortgage.....	723,245	7	April & Oct.	" "	1895	
1st Mortgage.....	168,000	7	Feb. & Aug.	Philadelphia.	1882		Illinois Central:						
Eastern:							Construction.....	5,090,500	7	April & Oct.	New York.	1875	11½
State Loan (1st Lien).....	350,000	5	J. A. J. & O.	Boston.	'68-'72		Construction.....	2,499,000	6	" "	" "	1875	
2d Mortgage, (convert. sterling)...	420,000	6	Jan. & July.	London.	1872		Redemption.....	2,563,000	6	" "	" "	1890	
1st Mortgage, convertible.....	730,000	6	Feb. & Aug.	Boston.	1874	96	Redemption, sterling.....	363,000	6	" "	London.	1875	
2d Mortgage, (Essex Railroad).....	214,400	6	Jan. & July.	" "	1876		Illinois and Southern Iowa:						
East Pennsylvania:							1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	
1st Mortgage, Sinking Fund.....	574,900	7	April & Oct.	Philadelphia.	1888		Indianapolis, Cin. and Lafayette:						
East Tennessee and Georgia:							1st Mortgage (Ind. and Cin.)...	600,000	7	Jan. & July.	New York.	1866	
Tennessee Loan (old).....	1,037,000	6	Jan. & July.	New York.	1882		Indianapolis and Madison:						
Tennessee Loan (186													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Price.	Interest Payable.					Price.	Interest Payable.					Price.
	Description of Bonds.	Amount.	Rate.	When.	Where.		Description of Bonds.	Amount.	Rate.	When.	Where.	
102 1/2	Kentucky Central:						Mississippi and Tennessee:					
92	1st Mort. (Covington & Lexing.)	\$128,000	7	— & —	New York.	1872	1st Mortgage	\$800,000	7	April & Oct.	New York.	1876
82	2d Mortgage (do.)	844,000	7	— & —	"	1882	2d Mortgage for \$1,300,000	850,000	8	Jan. & July.	"	1870
82 1/2	3d Mortgage (do.)	236,000	7	— & —	"	1885	Tennessee State Loan	317,800	6	"	"	1892
	Kookuk and St. Paul:						Mobile and Girard:					
	1st Mortgage, sinking fund, conv.	400,000	8	May & Nov.	New York.	1887	1st Mortgage Bonds	\$250,000	6	— & —		18—
	Income	100,000	7	"	"	1887	Mobile and Ohio:					
	Knoxville and Charleston:						1st Mortgage, Sterling	4,593,000	6*	May & Nov.	London.	1882
	Tenn. State Loan	450,000	6	Jan. & July.	New York.	1898	1st Mortgage, Sterling		6*	"	Mobile.	1882
	Knoxville and Kentucky:						Tennessee Loans	1,669,800	6	Jan. & July.	New York.	1891
	Tenn. State Loan (old)	1,310,000	8	Jan. & July.	New York.	1890	Income of '61, '62, '65 and '67	388,900	8	May & Nov.	Mobile.	1867
	Tenn. State Loan (new)	800,000	6	"	"	1898	Liquidation (10 year) bonds	556,421	8	"	New York.	1876
	Lackawanna and Bloomsburg:						Interest bonds	697,900	8	"	Mobile.	1882
	1st Mortgage		7	Jan. & July.	New York.	1875	Montgomery and Eufala:					
	2d Mortgage (Extension)		7	March & Sept.	Philadelphia.	1885	1st Mortgage, endorsed by Ala.	129,000	8	March & Sept.	New York.	1886
	3d Mortgage		7	April & Oct.	"	1880	Montgomery and West Point:					
	2d Mortgage (Extension)		7	May & Nov.	"	1890	Income Bonds	100,000	8	Jan. & July.	New York.	1870
	Lake Erie and Louisville:						Income Bonds	306,900	8	"	"	1876
	1st Mortgage for \$1,600,000	500,000	7	Jan. & July.	New York.	1893	Mortgage Bonds	719,500	8	"	"	1861
	Lehigh and Lackawanna:						Morris and Essex:					
	1st Mortgage (tax free)	200,000	7	Feb. & Aug.	Philadelphia.	1897	1st Mortgage, Sinking Fund	5,000,000	7	May & Nov.	New York.	1914
	Lexington and Frankfort:						2d Mortgage	3,000,000	7	Feb. & Aug.	"	1891
	1st Mortgage	44,000	6	Jan. & July.	Lexington.	'69-'74	Nashville and Chattanooga:					
	Lehigh Valley:						1st Mortgage, endorsed by Tenn.	1,569,000	6	Jan. & July.	New York.	18—
	1st Mort. (exchangeable for new)	1,437,000	6	May & Nov.	Philadelphia.	1873	Tenn. State Loan	150,000	6	"	"	18—
	New Mortgage, free of taxes	1,000,000	6	June & Dec.	"	1898	Tenn. Coupons Funded	426,270	6	"	"	18—
	Little Miami:						Nashville and Decatur:					
	1st Mortgage	1,489,000	6	May & Nov.	New York.	1883	Tenn. State Loan	2,115,176	6	Jan. & July.	New York.	'88-'98
	Cincinnati Loan	100,000	6	"	Cincinnati.	1880	Income Bonds (Tenn. and Ala.)	205,000	6	April & Oct.	Nashville.	1870
	Little Schuylkill:						Nashville and Northwestern:					
	1st Mortgage, sinking fund	847,500	7	April & Oct.	Philadelphia.	1877	Tenn. State Loan	2,672,000	6	Jan. & July.	New York.	'88-'94
	Long Island:						2d Mortgage	782,050	6	"	"	'71-'83
	1st Mortgage	500,000	6	Jan. & July.	New York.	1870	Naugatuck:					
	Hunter's Point Extension	175,000	7	Feb. & Aug.	"	1890	1st Mortgage, Convertible	240,000	7	Jan. & July.	Bridgeport.	1876
	Glen Cove Branch	150,000	6	May & Nov.	"	1893	Newark and New York:					
	Louisville, Cincin. and Lexington:						1st Mortgage	600,000	—	— & —	New York.	18—
	1st Mortgage for \$3,000,000	2,116,000	7	Jan. & July.	New York.	1897	New Bedford and Taunton:					
	Louisville and Frankfort:						1st Mortgage	174,000	6	Jan. & July.	Boston.	1881
	1st Mortgage	108,000	6	Jan. & July.	New York.	'69-'78	New Brunswick and Canada:					
	Louisville Loan	100,000	6	"	"	1881	1st Mortgage, Sterling £220,000	1,100,000	6*	May & Nov.	London.	1867
	Louisville and Nashville:						Newcastle and Beaver Valley:					
	1st Mortgage, Main Stem	1,515,000	7	Jan. & July.	New York.	'69-'77	1st Mortgage for \$150,000	125,000	7	May & Nov.	Philadelphia.	1882
	1st Mortgage, Memphis Branch	267,000	7	May & Nov.	"	'70-'75	2d Mortgage for \$100,000	39,200	7	March & Sept.	"	1877
	1st Mortgage, Bardonia Branch	27,500	7	Jan. & July.	"	1870	New Haven and Northampton:					
	1st Mort. Lebanon Branch Ext.	600,000	7	May & Nov.	"	'80-'85	1st Mortgage	450,000	7	Jan. & July.	New Haven.	1869
	Louisville Loan, Main Stem	849,000	6	April & Oct.	"	'86-'87	1st Mort. (Hamps. & Hampd.)	200,000	6	April & Oct.	"	1874
	Louisville Loan, Lebanon Br.	225,000	6	May & Nov.	"	1886	New Jersey:					
	Louisville Loan, Leb. Br. Ext.	600,000	6	April & Oct.	"	1893	Company Bonds (var. issues)	850,000	6	Feb. & Aug.	New York.	'75-'87
	Consolid. 1st mort. for \$3,000,000		7	"	"	1898	New London Northern:					
	Louisville, N. Albany & Chicago:						1st Mortgage	60,000	7	Jan. & July.	New London.	1875
	1st Mort., New Albany & Salem	2,235,000	6	— & —	New York.	18—	1st Mortgage, Extension	370,000	7	March & Sept.	"	1885
	Macon and Brunswick:						N. Orleans, Jackson & Gt. North:					
	1st Mort. endorsed by Georgia	160,000	7	Jan. & July.	New York.	1887	1st Mortgage for \$3,000,000	2,741,000	8	Jan. & July.	New York.	1886
	McMinnville and Manchester:						2d Mortgage for \$3,000,000	1,019,000	8	"	"	1890
	Tenn. State Loan	772,000	6	Jan. & July.	New York.	—	N. Orleans, Opelousas & Gt. Wtn:					
	Mahanoy and Broad Mountain:						1st Mort. construction (80 m.)	1,903,000	8	April & Oct.	New York.	1889
	1st Mortgage	250,000	6	Jan. & July.	Philadelphia.	1884	2d Mort. (F.) for \$1,000,000 (80m.)	40,000	8	Jan. & July.	"	1887
	Maine Central:						New York Central:					
	\$1,100,000 Loan	1,095,000	6*	Feb. & Aug.	Boston.	'90-'91	Premium, Sinking Fund Bonds	6,139,954	6	May & Nov.	New York.	1883
	\$400,000 Loan	315,200	6	June & Dec.	"	'70-'71	Funding, Sinking Fund Bonds	1,514,000	7	Feb. & Aug.	"	1876
	Bangor City Loan	680,000	6	April & Oct.	"	1874	Bonds for B. & N. Falls R.R. Co.	77,000	6	May & Nov.	"	1883
	2d Mort. (Penob. & Ken. R. R.)	300,000	6	Feb. & Aug.	Bangor.	1870	Bonds for railroad stocks	594,000	6	"	"	1883
	Marietta and Cincinnati:						Bonds for real estate	165,000	6	"	"	1883
	1st Mortgage	2,368,385	7	Feb. & Aug.	Baltimore.	1892	Bonds and mortgages	176,865	7	various.	"	var.
	1st Mortgage, Sterling	1,000,000	7*	"	London.	1892	Convertible bonds	453,000	7	Feb. & Aug.	"	1876
	2d Mortgage	520,000	7	May & Nov.	Baltimore.	1896	Renewal bonds of 1868	2,900,000	6	June & Dec.	"	1887
	Scioto and Hocking Valley	300,000	7	"	"	1896	New York and Flushing:					
	Memphis and Charleston:						1st Mortgage	125,000	7	— & —	New York.	18—
	Tenn. State Loan	1,595,530	6	Jan. & July.	New York.	1890	New York and Harlem:					
	1st Mortgage, Convertible	1,293,000	7	May & Nov.	"	1880	1st Mortgage of 1853	3,000,000	7	May & Nov.	New York.	1873
	2d Mortgage	1,000,000	7	Jan. & July.	"	1885	3d Mortgage of 1853	99,500	7	Jan. & July.	"	1863
	Memphis, Clarksville & Louisv.:						Consolidated mortgage of 1863	1,797,000	7	Feb. & Aug.	"	1893
	Tenn. State Loan	1,582,000	6	Jan. & July.	New York.	1890	New York and New Haven:					
	Memphis and Little Rock:						1st Mortgage	1,068,500	6	April & Oct.	New York.	1876
	Tenn. State, endorsements	445,000	6	Jan. & July.	New York.	1890	New York, Providence & Boston:					
	Mortgage (road and land)	600,000	8	May & Nov.	"	1890	1st Mortgage	230,000	6	Feb. & Aug.	New York.	'73-'78
	Michigan Central:						Improvement Bonds	100,000	7	Jan. & July.	"	1881
	1st Mortgage, sterling	467,489	6*	Jan. & July.	London.	1872	Extension Bonds	250,000	6	May & Nov.	"	1893
	1st Mortgage, sterling, convertible	500,000	8*	March & Sept.	"	1869	Norfolk and Petersburg:					
	1st Mortgage, dollars, convertible	1,777,000	8	"	New York.	1869	1st Mortgage	297,750	7	Jan. & July.	New York.	'65-'70
	Consol. Sinking Fund Mortgage	293,000	8	April & Oct.	"	1882	1st Mortgage	328,600	8	"	"	'65-'70
	Michigan Southern & North. Ind.:						2d Mortgage for \$300,000	6,000	8	"	Norfolk.	1869
	1st Mortgage, Sinking Fund	6,094,000	7	May & Nov.	New York.	1885	North Eastern:					
	2d Mortgage	2,693,000	7	"	"	1877	1st Mortgage	700,000	7	March & Sept.	Charleston.	1869
	Goshen Air Line Mortgage	637,000	7	Feb. & Aug.	"	1868	2d Mortgage for \$300,000	145,000	7	"	"	1893
	Detroit, Monroe & Toledo Mort.	924,000	7	"	"	1876	Interest Certificates	228,086	7	Jan. & July.	"	1875
	Mifflin and Centre County:						North Missouri:					
	1st Mortgage	145,000	6	April & Oct.	Philadelphia.	1885	1st Mortgage for \$3,000,000	3,000,000	7	Jan. & July.	New York.	1898
	Milwaukee & Chicago, (40 miles):						North Pennsylvania:					
	1st Mortgage (C. & N. W. R. W.)	182,000	7	Jan. & July.	New York.	1874	1st Mortgage	2,638,349	6	Jan. & July.	Philadelphia.	1880
	2d Mortgage (")	10,500	7	June & Dec.	"	1898	Chattel Mortgage	377,345	10	April & Oct.	"	1887
	Milwaukee and Prairie du Chien:						2d Mortgage	274,500	7	— & —	"	18—
	1st Mortgage	390,500	7	Jan. & July.	New York.	1891	North Shore, S. I.:					
	Milwaukee and St. Paul:						1st Mortgage	110,200	7	— & —	New York.	18—
	1st Mortgage—370 miles	5,361,000	7	Jan. & July.	New York.	1893	Northern Central:					
	2d Mortgage	1,476,000	7	April & Oct.	"	1884	1st Mortgage, Sinking Fund	1,500,000	6	J. A. J. & O.	Baltimore.	Irred.
	1st Mortgage (P. du C.)	3,582,000	8	"	"	18—	2d Mortgage, Sinking Fund	2,500,000	6	Jan. & July.	"	1885
	2d Mortgage (P. du C.)	739,000	7.3	"	"	18—	3d Mortgage, Sinking Fund	1,064,500	6	April & Oct.	"	1900
	1st Mort. (Iowa and Minn. Div.)	2,000,000	7	Jan. & July.	"	18—	Northern New Hampshire:					
	Minnesota Valley:						Company Bonds	145,000	6	April & Oct.	Boston.	1874
	1st Mortgage \$6,000 per mile	100,000	7	Jan. & July.	New York.	1896	Northern New Jersey:					
	Mississippi Central:						1st Mortgage	300,000	7	Jan. & July.	New York.	18—
	1st Mortgage	1,244,000	7	May & Nov.	New York.	18—	North Western Virginia:					
	2d Mortgage	1,517,000	8	Feb. & Aug.	"	18—	1st Mortgage	493,000	6	— & —	Baltimore.	1873
	Tenn. State Loan	1,078,980	6	Jan. & July.	"	1896	2d Mortgage (B. & O. R. R. Co.)	200,000	6	Jan. & July.	"	1873
							3d Mortgage (B. & O. R. R. Co.)				"	1893

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
North Carolina:							Providence, Warren and Bristol:						
Equipment Bonds of 1857.....	\$339,000	8	March & Sept.	Office, N. Car.	1867	....	1st Mortgage.....	\$100,000	8	March & Sept.	Providence.	1872	....
New Loan for \$800,000.....		8	"	"	1887	....	2d Mortgage.....	50,000	8	June & Dec.	"	1877	....
Ogdensburg and Lake Champlain:							Quincy and Toledo:						
1st Mort. conv. into pref. stock.	985,000	7	Jan. & July.	Boston.	1870	100	1st Mortgage.....	500,000	7	May & Nov.	New York.	1890	....
Equipment Bonds.....	300,000	8	"	"	'69-'78	102½	Raritan and Delaware Bay:						
Ohio and Mississippi:							1st Mortgage, S. F. (68 m.).....	1,000,000	7	March & Sept.	New York.	1888	....
1st Mortgage, E. Div.....	2,050,000	7	Jan. & July.	New York.	1872	98	2d Mortgage.....	250,000	7	"	"	1888	....
1st Mortgage, W. Div.....	850,000	7	"	"	1872	....	Equipment Bonds, convertible..	208,000	7	"	"	1876	....
2d Mortgage, W. Div.....	750,000	7	"	"	1874	....	Tom's River Br. 1st Mort.....	74,800	7	"	"	18—	....
Income, W. Div.....	221,500	7	April & Oct.	"	1882	....	Reading and Columbia:						
Consolidated Mort. for \$3,000,000		7	Jan. & July.	"	1898	85	1st Mortgage.....	650,000	7	March & Sept.	Philadelphia.	1882	....
Old Colony and Newport:							2d Mortgage.....	350,000	7	June & Dec.	"	1884	....
Company Bonds.....	1,458,000	6	April & Oct.	Boston.	'75-'76	96½	Rensselaer and Saratoga:						
Company Bonds.....	32,000	5	March & Sept.	"	1884	86½	1st Mortgage (R. & S.).....	150,000	7	Jan. & July.	New York.	1873	....
Company Bonds.....	1,388,000	7	Feb. & Aug.	"	1877	101½	1st Mortgage (Sar. & Whitehall)	400,000	7	March & Sept.	"	1886	....
Orange, Alexandria & Manassas:							1st Mort. (Troy, Salem & Rutl.)	500,000	7	May & Nov.	"	1890	....
1st Mort. (Alex. to Gordonsville)	400,000	6	May & Nov.	New York.	1873	76½	2d Mortgage (R. & S.).....	450,000	7	Jan. & July.	"	'80-'87	....
1st Mort. (Charlotte to Lynchb.)	1,130,500	6	Jan. & July.	"	1875	....	Richmond and Danville:						
2d Mort. " " " "	573,500	8	May & Nov.	Richmond.	1875	80	Virginia State Loan.....	600,000	6	Jan. & July.	New York.	'87-'88	....
3d Mort. " " " "	83,200	8	March & Sept.	Alexandria.	1880	....	Bonds guaranteed by Virginia..	200,000	7	"	"	'75-'76	69½
Funded Coupons 1st & 2d Mort.	200,600	7	Jan. & July.	New York.	1877	72½	4th Mortgage.....	423,000	7	Feb. & Aug.	"	1875	....
Virginia State Loan of '58 & '60	249,962	7	"	"	'92-'93	....	4th Mortgage.....	504,000	7	"	Richmond.	1873	....
Oswego and Rome:							Funded Interest.....	82,100	7	"	N. Y. & Rich.	'69-'76	....
1st Mort. guar. by R. W. & O..	500,000	7	May & Nov.	New York.	1816	....	Richmond and Fort Wayne:						
Income.....	200,000	6	Feb. & Aug.	"	1891	....	1st Mortgage, guaranteed.....		7	"	New York.	18—	....
Oswego and Syracuse:							Rich., Frederickburg & Potomac:						
1st Mortgage.....	498,500	6	Jan. & July.	New York.	'70-'80	....	Company Bonds, sterling.....	57,333	6*	Jan. & July.	London.	1875	....
2d Mortgage.....	375,000	7	May & Nov.	"	1885	....	Company Bonds, dollar.....	293,576	6	"	Richmond.	'69-'76	....
Pacific Mo.:							Company Bonds, dollar.....	271,399	7	"	"	'75-'79	....
State Loan (20 and 30 years)...	7,000,000	6	Jan. & July.	New York.	'72-'89	....	Richmond and Petersburg:						
Mortgage, construction.....	1,500,000	7	"	"	'68-'70	93	Company Bonds (coup. & reg.)..	130,500	7	June & Dec.	N. Y. & Rich.	1875	....
St. Louis Loan.....	700,000	6	"	St. Louis.	'71-'73	....	Company Bonds (coupons).....	176,000	7	March & Sept.	Philadelphia.	1870	....
1st (new) Mortgage for \$7,000,000		6*	Feb. & Aug.	New York.	1888	100	Roanoke Valley (R. & Dan.):						
Panama:							1st Mortgage.....	148,200	7	Jan. & July.	New York.	'69-'76	....
1st Mortgage, Sterling.....	416,000	7*	April & Oct.	London.	1870	....	Rockford, R. Island & St. Louis:						
1st Mortgage, Sterling.....	346,000	7*	"	"	1875	....	1st Mortgage, convertible, S.F. free		7*	Feb. & Aug.	N. Y. & Lond.	1919	97½
2d Mortgage, Sterling.....	1,912,000	7*	Feb. & Aug.	"	1872	....	Rome, Watertown & Ogdensb.:						
Peninsula (C. & N. W.):							1st Mortgage, Sinking Fund....	554,500	7	June & Dec.	New York.	1891	100
1st Mortgage.....	1,075,000	7	March & Sept.	New York.	1898	....	2d Mort. (Watertown & Rome).	37,000	7	March & Sept.	"	'68-'71	....
Pennsylvania:							Sinking Fund (Watert. & Rome)	781,600	7	"	"	1880	....
1st Mort. " " " " " "	4,972,000	6	Jan. & July.	Philadelphia.	1880	98	1st Mort. (Potsdam & Watert.)	511,500	7	June & Dec.	"	'69-'74	....
2d Mort. " " " " " "	2,597,000	6	April & Oct.	"	1875	95	Rutland and Burlington:						
2d M. stg. " " " " " "	2,283,840	6	"	London.	1875	....	1st Mortgage.....	1,800,000	7	Feb. & Aug.	Boston.	1863	150
General Mortgage.....	59,000	6	"	Philadelphia.	18—	....	2d Mortgage.....	937,500	7	"	"	1863	60
State lien on whole property...	6,375,734	5	April & Oct.	Harrisburg.	1870	....	3d Mortgage.....	440,000	7	"	"	1863	....
Short Bonds and Deventures...	3,400,000	6	"	Philadelphia.	18—	....	Sacramento Valley:						
Pensacola and Georgia:							1st Mortgage.....	400,000	10*	Jan. & July.	New York.	1875	....
1st Mortgage.....	1,185,300	7	Jan. & July.	New York.	18—	....	2d Mortgage.....	329,000	10*	Feb. & Aug.	San Francisco.	1881	....
1st Mortgage (Tallahassee R.R.)	206,000	7	"	"	18—	....	St. Joseph and Council Bluffs:						
2d Mortgage.....	255,000	8	"	"	18—	....	1st Mortgage.....	1,400,000	10	March & Sept.	New York.	1892	....
Peoria and Bureau Valley:							St. Louis, Alton and Terre Haute:						
1st Mortgage.....	600,000	8	Jan. & July.	New York.	18—	....	1st Mortgage (Series A).....	1,100,000	7	Jan. & July.	New York.	1894	91½
Peoria, Pekin and Jacksonville:							1st Mortgage (Series B).....	1,100,000	7	April & Oct.	"	1894	....
1st Mortgage for \$1,000,000.....	550,000	7	Jan. & July.	New York.	1887	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	83½
Petersburg:							2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Coupon Bonds.....	66,400	7	Jan. & July.	Petersburg.	'71-'72	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	78
Philadelphia and Baltimore Cent:							St. Louis and Iron Mountain.						
1st Mortgage.....	575,000	7	Jan. & July.	Philadelphia.	1876	....	1st Mortgage for \$4,000,000.....	3,000,000	7	Feb. & Aug.	New York.	1892	87
Philadelphia and Erie:							St. Louis, Jacksonville & Chicago:						
1st Mortgage (Sunbury & Erie.)	1,000,000	7	April & Oct.	Philadelphia.	1877	99½	1st Mortgage (\$15,000 per mile).	2,250,000	7	April & Oct.	New York.	1884	....
1st Mortgage (General).....	5,000,000	6	"	"	1881	85	Equipment Bonds, free.....		10	Jan. & July.	"	18—	....
2d Mortgage.....	4,000,000	7	"	"	1901	79	St. Paul and Chicago:						
3d Mortgage for \$3,000,000.....	600,000	6	"	"	1885	....	1st Mort. S.F. guar. for \$4,000,000		8	J. A. J. & O.	New York.	1900	....
Philadelphia, Germant. & Norrist:							St. Paul and Pacific 1st Division:						
Convertible Loan.....	116,100	6	Jan. & July.	Philadelphia.	1882	....	1st Mortgage (10 miles).....	400,000	8	March & Sept.	New York.	1892	....
Philadelphia and Reading:							1st Mort. (70 m.) & 2d M. (10 m.)	700,000	7	Jan. & July.	"	1892	....
Bonds of 1849.....	2,656,600	6	April & Oct.	Philadelphia.	1870	105½	2d Mortgage and Land Grant...	1,200,000	7	June & Dec.	"	1892	....
Bonds of 1861.....	106,000	6	Jan. & July.	"	1871	....	General Mort., stg. for £780,000		7*	Jan. & July.	London.	18—	....
Bonds of 1836-43-44-48 and 49.	2,497,800	6	"	"	1880	90	General Mort., dol. for \$7,000,000		7	"	New York.	18—	....
Bonds of 1857, convertible.....	171,000	6	"	"	1886	....	Salem:						
Bonds of 1830, Sterling.....	182,400	5*	"	London.	1880	....	1st Mortgage.....	100,000	7	Jan. & July.	Philadelphia.	18—	....
Bonds of 1836, Sterling, conv.....	288,000	7*	"	"	'72-'77	....	Salem and Lowell:						
Mort. bonds of '68, clear of taxes		7	April & Oct.	Philadelphia.	1893	105	1st Mortgage.....	226,900	6	"	Boston.	1876	98½
Philadelphia and Trenton:							Sandusky and Cincinnati:						
1st Mort. (Camden & Amboy)...	200,000	6	May & Nov.	Philadelphia.	1868	....	1st Mortgage.....	981,000	7	Feb. & Aug.	New York.	1900	70½
Philadelphia, Wilmington & Balt:							3d Mortgage.....	148,000	7	"	"	18—	....
Mortgage Loan, convertible.....	411,000	6	Jan. & July.	Philadelphia.	1884	....	Sandusky, Mansfield and Newark:						
Bonds of 1866.....	1,000,000	6	April & Oct.	"	'71-'76	96	1st Mortgage.....	1,290,000	7	Jan. & July.	New York.	1875	....
Bonds of 1867.....	415,000	6	"	"	1887	....	Funded Coupons.....	818,200	7	"	"	1875	....
Pittsburg and Connellsville:							Schuylkill Navigation:						
1st Mort. (Turtle Creek Div.)...	400,000	6	Feb. & Aug.	New York.	1889	....	1st Mortgage.....	1,761,213	6	March & Sept.	Philadelphia.	1872	....
Baltimore Loan (bonds & stock)	1,000,000	6	"	Baltimore.	1886	....	3d Mortgage.....	3,980,670	6	Jan. & July.	"	1882	....
Pittsburg, Ft. Wayne & Chicago:							Improvement Bonds.....	362,500	6	May & Nov.	"	1870	....
1st Mortgage (Series A).....	875,000	7	Jan. & July.	New York.	1912	101½	Schuylkill and Susquehanna:						
1st Mortgage (Series B).....	875,000	7	Feb. & Aug.	"	1912	....	1st Mortgage.....	97,000	6	Jan. & July.	Philadelphia.	18—	....
1st Mortgage (Series C).....	875,000	7	March & Sept.	"	1912	....	Seaboard and Roanoke:						
1st Mortgage (Series D).....	875,000	7	April & Oct.	"	1912	....	1st Mortgage.....	210,000	7	"	New York.	1880	....
1st Mortgage (Series E).....	875,000	7	May & Nov.	"	1912	3d Mortgage.....	71,000	7				

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Shore Line (N. H. & N. L.):							Western Alabama:						
1st Mortgage, reconstruction ...	\$55,000	7	March & Sept.	New Haven.	1880		1st Mortgage, guar. for \$500,000..	1,000,000	7	April & Oct.	New York.	18—	....
South Carolina:							West Wisconsin:						
Sterling Bonds £452,912.....	2,612,944	5*	Jan. & July.	London.	'71-'85		1st Mort. Land Grant, stg. conv.	400,000	7	Jan. & July.	London.	1883	70
Sterling Bonds £59,031.....	262,866	5*	"	Charleston.	'71-'85		West Chester and Philadelphia:						
Domestic Bonds	617,167	6	various.	"	'68-'74		1st Mortgage, convertible	562,000	8	Jan. & July.	Philadelphia.	1873	....
Domestic Bonds	585,500	7	"	"	'68-'72		2d Mortgage, registered	238,000	6	April & Oct.	"	1878	....
Domestic Bonds	280,000	7	April & Oct.	"	'88-'91		West Jersey:						
South Shore:							Loan of 1861 for \$1,000,000	780,000	6	March & Sept.	Philadelphia.	1883	88
1st Mortgage	150,000	6	Jan. & July.	Boston.	18—		Loan of 1865 for \$1,000,000	4,319,520	5*	Jan. & July.	"	1890	....
South Side, Va.:							Western (Boston and Albany).						
Virginia State Loan.....	300,000	6	Jan. & July.	New York.	1887		Sterling Loans, £899,900.	936,500	6	April & Oct.	London.	'63-'71	....
2d Mort., guar. by Petersburg ..	300,000	6	"	Petersburg.	'70-'75		Dollar Bonds.....	400,000	6	"	Boston.	1875	98 1/2
3d Mort. (for City Point R. R.)..	175,000	6	"	"	'65-'68		Western Maryland:						
4th Mortgage	314,900	6	"	"	'70-'72		1st Mortgage	200,000	6	Jan. & July.	Baltimore.	1880	75
5th Mortgage	119,000	8	"	"	'63-'69		1st Mortgage, endorsed by Balt.	160,000	6	"	"	1880	94 1/2
South Side, L. I.:							2d Mort. for \$300,000, end. by B.	150,000	6	"	"	1880	85
1st Mortgage	750,000	7	March & Sept.	New York.	1887		2d M. for \$300,000, end. by W. Co.	1,283,600	6	"	"	1890	....
South Western:							Western Pennsylvania:						
1st Mortgage	437,000	8	various.	Macon.	'75-'85		1st Mortgage, guaranteed.....	4,000,000	7	April & Oct.	Philadelphia.	18—	79
South West Pacific:							Western Union:						
1st Mort. guar. by Atl. & Pacific	2,000,000	7	Jan. & July.	New York.	1871		1st Mortgage for \$5,000,000	2,320,000	7	Feb. & Aug.	New York.	1896	....
Southern Minnesota:							Wills Valley:						
1st Mortgage L. G. for \$1,000,000	900,000	7	Jan. & July.	New York.	1885		1st M. for \$1,000,000 end. by Ala.	7	"	"	18—	....
Springfield and Columbus:							Wilm., Charlotte & Rutherford:						
1st Mortgage	150,000	7	Jan. & July.	New York.	1871		N. Car. State Loan	2,320,000	6	Jan. & July.	New York.	'90-'92	....
Staten Island:							1st Mortgage guar. by State.....	596,000	7	"	"	1897	....
1st Mortgage	200,000	7	Jan. & July.	New York.	1886		Wilmington and Manchester:						
Steuersville and Indiana:							1st Mortgage.....	200,000	7	June & Dec.	New York.	1886	....
1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia.	1870	70 1/2	2d Mortgage.....	160,000	7	May & Nov.	New York.	1873	....
Sullivan:							Income Bonds.....	75,000	7	March & Sept.	Wilmington.	1884	....
1st Mortgage	500,000	6	Jan. & July.	Boston.	1875		Bonds secured by W. & W. stk.	508,000	7	Jan. & July.	"	1882	....
2d Mortgage	250,000	6	Feb. & Aug.	"	1880		Consol. Mortgage for \$2,000,000.	576,888	6*	May & Nov.	New York.	'92-'02	....
Syracuse, Binghamton and N. Y.:							Wilmington and Weldon:						
1st Mortgage	1,721,514	7	April & Oct.	New York.	1876		1st Mortgage, Sterling.....	197,777	7*	Jan. & July.	London.	1881	....
Tallahassee:							2d Mortgage, Sterling.....	508,000	7*	"	"	1886	91 1/2
1st Mortgage	206,000	7	Jan. & July.	New York.	18—		Sinking Fund Mortgage.....	1,098,259	6	April & Oct.	New York.	1896	....
Tioga:							Winchester and Alabama:						
1st Mortgage	250,500	7	May & Nov.	Philadelphia.	1872		Tenn. State Loan.....	85,333	6	Jan. & July.	New York.	'88-'90	....
Toledo, Logansport & Burlington:							Winchester and Potomac:						
1st Mortgage	800,000	7	Feb. & Aug.	New York.	1884		Stg. State Loan.....	120,000	7	August.	Richmond.	....	....
Toledo, Peoria and Warsaw:							Trust Bonds.....						
1st Mortgage (E. Div.).....	1,000,000	7	June & Dec.	New York.	1894	84	Winona and St. Peter:						
1st Mortgage (W. Div.).....	1,800,000	7	Feb. & Aug.	"	1896	85	1st Mortgage (C. & N. W.).....	52,000	7	Jan. & July.	New York.	18—	....
Toledo, Wabash and Western:							Wrightsville, York & Gettysburg:						
1st Mort. (Tol. & Ill. 75 m.).....	900,000	7	Feb. & Aug.	New York.	1890	98 1/2	1st Mort. guar. by N. Central	175,000	6	May & Nov.	Baltimore.	1887	....
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1878		York and Cumberland (N. Cent.):						
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	83 1/2	1st Mortgage.....	25,000	6	Jan. & July.	Baltimore.	1870	....
2d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871		2d Mortgage.....	500,000	6	"	"	1871	....
Equipm't Bonds (T. & W. 75m.)	600,000	7	"	"	1883	75	3d Mortgage.....						
S. F. B. (Tol. W. & W. 499 m.)	269,000	7	April & Oct.	"	1871		CANAL BONDS.						
Consol. M. (T. W. & W. 499 m.)	1,880,000	7	J. A. J. & O.	"	1907	71	Chesapeake and Delaware:						
Troy and Boston:							1st Mortgage.....	2,254,000	7	Jan. & July.	Philadelphia.	1882	....
1st Mortgage	300,000	7	Jan. & July.	New York.	1887		Chesapeake and Ohio:						
2d Mortgage	300,000	7	April & Oct.	"	1885		State (Md.) Loan	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
3d Mortgage	650,000	7	May & Nov.	"	1875		Sterling, guaranteed	4,375,000	6*	"	London.	1890	....
Convertible Bonds.....	300,000	7	March & Sept.	Troy.	1882		Preferred Bonds.....	1,669,500	6	Jan. & July.	Baltimore.	1865	....
Troy Union:							Delaware Division:						
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873		1st Mortgage.....	800,000	6	Jan. & July.	Philadelphia.	1878	....
2d Mortgage, guaranteed.....	180,000	6	"	"	1877		Delaware and Hudson:						
Union and Logansport:							1st Mortgage.....	531,000	7	March & Sept.	New York.	1870	....
1st Mortgage	1,834,000	7	June & Dec.	New York.	1905		1st Mortgage (new)	1,500,000	7	May & Nov.	"	1877	....
Union Pacific:							Delaware and Raritan (See Camden and Amboy R. R.)						
1st Mortgage, free.....	20,168,000	6*	Jan. & July.	New York.	1897-8	97	Erie of Pennsylvania:						
2d Mortgage (Gov. subsidy)	20,168,000	6	"	"	1897-8	99 1/2	1st Mortgage.....	673,798	7	Jan. & July.	Philadelphia.	1865	....
Union Pacific—Central Branch:							Interest Bonds.....	161,960	7	"	"	18—	....
1st Mortgage.....	1,600,000	6*	May & Nov.	New York.	1895		Illinois and Michigan:						
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	"	1895		Ill. State bonds, sterling coupon	767,222	6*	April & Oct.	London.	1870	....
Union Pacific—Eastern Division:							Ill. State bonds, sterling reg.....	500,967	6*	"	"	1870	....
1st Mortgage.....	6,400,000	6*	June & Dec.	New York.	1895	102	Ill. State bonds, stg. coup. & reg.	32,700	6*	"	New York.	1870	....
2d Mortgage (Gov. subsidy).....	6,400,000	6	Jan. & July.	"	1895		Ill. State b'ds, cur. coup. & reg.	35,400	6	Jan. & July.	"	1870	....
Vermont Central:							Lehigh Coal and Navigation:						
1st Mortgage.....	3,000,000	7	June & Dec.	Philadelphia.	1886	77 1/2	1st Loan.....	384,162	6	J. A. J. & O.	Philadelphia.	1870	....
2d Mortgage.....	1,500,000	7	Jan. & July.	Boston.	1887	37	2d Loan.....	5,606,122	6	"	"	1884	82 1/2
Equip. Loan (Vt. C. & Vt. & Ca.)	1,000,000	8	May & Nov.	"	1876	103	3d Loan.....	2,000,000	6	"	"	1897	....
Vermont and Massachusetts:							Gold Loan.....	5,000,000	6*	June & Dec.	"	1897	88 1/2
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	92	Convertible Loan.....	1,301,850	6	"	"	1877	72
Vermont Valley:							Monongahela Navigation:						
1st Mortgage.....	386,000	7	April & Oct.	New York.	1880		1st Mortgage.....	125,000	6	Jan. & July.	Pittsburg.	1887	....
2d Mortgage.....	114,000	6	"	Boston.	1880		2d Mortgage.....	57,000	6	"	"	18—	....
3d Mortgage.....	293,200	7	"	New York.	1889		Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage.....	465,500	6	April & Oct.	Jersey City.	1876	....
Consolidated Mort.—1st class ..	722,500	7	Jan. & July.	Philadelphia.	1890		2d Mortgage.....	302,750	6	"	"	1876	....
" " 2d class.....	860,000	7	or	"	1890		Boat Loan.....	232,087	6	"	"	1885	85
" " 3d class.....	154,000	7	April & Oct.	"	1890		North Branch:						
" " 4th class.....	1,283,000	7	"	"	1890		1st Mortgage.....	590,000	6	May & Nov.	Philadelphia.	1876	....
Funded Coupons.....	420,000	7	"	"	....		Schuylkill Navigation:						
Special Loan.....	200,000	8	"	"	....		1st Mortgage.....	1,764,550	6*	March & Sept.	Philadelphia.	1872	87
Virginia Central:							2d Mortgage.....	3,980,870	6	Jan. & July.	"	1882	65 1/2
State Loan.....	210,000	6	Jan. & July.	New York.	1891		Improvement Loan.....	1,601,670	6	May & Nov.	"	1876	66
1st Mortgage (guar. by State)...	100,000	6	"	N. Y. & Rich.	1880		Susquehanna and Tide Water:						
2d Mortgage.....	206,500	6	"	"	1872		Md. State Loan, sterling.....	1,000,000	6	Jan. & July.	London.	1885	....
3d Mortgage.....	983,000	6	"	"	1884		Coupon Bonds.....	1,250,000	6	"	Baltimore.	1878	85
Income and other unsecured bds	116,125	8	"	Richmond.	'70-'78		Preferred Interest Bonds.....	325,000	6	"	"	1894	....
Virginia and Tennessee:							Union (Pa.):						
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873		1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	14 1/2
2d Mortgage.....	23,500	6	"	"	1879	64 1/2	West Branch and Susquehanna:						
3d Mortgage (Enlarged).....	990,000	6	"	"									

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running data (---) signify "not ascertained." Lead Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "1."

Abstract of General Balance Sheet.										Operations.		Earnings.		Market.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80																				

CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

Fiscal year ending.	Length of line in single track.	Equipment in progress or projected.	Companies.	Cost of Road and Equipment.	Share Capital paid in.	Indebtedness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.
						Bonded Debt.	Floating Debt.	Gross.	Net.			
			MASSACHUSETTS.									
30 Nov. '07	3.53		Boston and Chelsea	110,000	110,000			8,800	7,398			37
30 Nov. '07	6.84		Broadway, Boston	402,468	325,000			187,427	29,490	9.5		62 1/2
30 Nov. '07	23.31		Cambridge	877,894	727,800	150,000		94		9.0		100
30 Nov. '07	3.99		Lowell (Horse)	66,908	55,820			1,686	27,238	5.538		
30 Nov. '07	12.50		Lynn and Boston	269,426	200,000	50,000		48,994	154,987	loss.		10
0 Nov. '07	2.60		Malden and Melrose	60,246	200,000	55,768		24,138	loss.			25 1/2
30 Nov. '07	3.08		Marginal Freight	91,543	94,200							
30 Nov. '07	42.99		Medford and Charlestown	36,000	21,000	8,000		23,442	2,240			50
30 Nov. '07	7.21		Metropolitan (Boston)	1,523,226	1,250,000			183,198	726,709	129,633	10	50
30 Nov. '07	3.25		Middlesex (Boston)	499,685	400,000	41,539		79,694	188,085	10,087		62 1/2
30 Nov. '07	2.18		Northampton & Will. amsh.	300,000	300,000			2,318	14,273	1,126		
30 Nov. '07	4.45		North Woburn street	27,242	17,300			13,500	368	loss.		
30 Nov. '07	7.10		Quincy	136,840	71,600	64,424		57,592	12,226	loss.		
30 Nov. '07	2.61		Salem and South Danvers	195,817	150,000	32,400		6,268	38,637	loss.		
30 Nov. '07	6.84		Somerville	75,000	75,000				4,500	4,500	6	39 1/2
30 Nov. '07	2.74		Stoneham street (Boston)	87,300	33,000				8,589	89		
30 Nov. '07	2.61		Suburban	95,000	5,000							
30 Nov. '07	2.76		Union (Transportation)	303,870	200,000			24,000	117,842	13,016	6	85
30 Nov. '07	4.06		Winnisimmet	62,152	58,300			238	4,300	3,867	4	
30 Nov. '07	4.06		Worcester	89,573	75,900	72,000		26,000				
			CONNECTICUT.									
31 Jan. '04	3.0		Fairhaven and Westville	103,000	100,000							8
31 Dec. '02	8.5		Hartford and Wethersfield	300,000	300,000							
			NEW YORK.									
30 Sep. '07	7.37		Albany	139,414	98,000	40,000		71,861	15,873			100
30 Sep. '07	12.00		Bleeker St. & Fulton Ferry	1,746,441	900,000	994,000		44,749	298,418	56,543		100
30 Sep. '07	10.70		Broadway (Brooklyn)	280,561	200,000	35,000		10,015	107,736	28,744	8	100
30 Sep. '07	16.00		Broadway & 7th Ave., N. Y.	608,318	100,000	150,000		79,694	188,085	10,087	3 1/2	100
30 Sep. '07	8.00		Brooklyn, Bath & Coney Is'd	166,259	99,850	80,000		85,172	27,253	3,994		100
30 Sep. '07	70.00		Brooklyn City	1,800,913	1,500,000	300,000		1,311,129	195,907	12		100
30 Sep. '07	11.30		Brooklyn City & Newtown	553,340	400,000	200,000		20,587	129,287	14,852		100
30 Sep. '07	4.12		Brooklyn City & Rock. B'ch	125,586	107,700	45,000			15,085	6,352		100
30 Sep. '07	21.00		Brooklyn Central & Jamaica	905,783	488,100	498,810		47,303	192,290	9,470		100
30 Sep. '07	8.15		Buffalo Street	184,357	50,000	50,000		100,500	76,683	21,455		100
30 Sep. '07	1.76		Central City (Syracuse)	29,130	21,130	6,000		1,400	17,545	4,786	8 1/2	100
30 Sep. '07	24.00		Centr'l Pk. N. & E. Riv. (N. Y.)	1,629,963	1,031,500	550,000		64,327	531,915	16,285		100
30 Sep. '07	14.82		Coney Island & Brooklyn	644,672	500,000	141,000		47,727	118,307	226		100
30 Sep. '07	22.09		D. Dock, E. B'dw. & Battery	678,114	1,200,000	672,000		15,000	582,562	89,310	5	100
30 Sep. '07	18.00		Eighth Avenue	1,420,972	1,000,000	208,000		702,574	139,095	12		100
30 Sep. '07	10.24		42d St. & Grand St. Ferry	1,041,204	748,000	280,000		300,969	94,714	5		100
30 Sep. '07	5.50		Grand St. & Newtown (W'g)	172,000	170,000	38,000		5,000	74,420	18,793	9 1/2	100
30 Sep. '07	3.00		Genesee & Water St. (Syr.)	42,194	42,500				8,765	419		100
30 Sep. '07	8.38		Greenpoint & Williamsburg	144,000	44,300	100,000		3,900				100
30 Sep. '07	10.00		Harlem Br. Morris & Ford'm	227,400	95,900	124,000		7,500	68,603	4,578		100
30 Sep. '07	3.58		Kingston and Rondout	78,510	75,000			27,600	1,620			100
30 Sep. '07	7.00		Metropolitan (Brooklyn)	361,500	191,500	184,000		4,000	24,061	4,000		100
30 Sep. '07	12.20		Ninth Avenue	466,296	197,320	167,000		92,671	16,881			100
30 Sep. '07	6.78		Niagara street (Buffalo)	118,083	80,000	40,000		1,247	60,870	3,345		100
30 Sep. '07	10.00		Rochester City & Brighton	286,061	133,400	100,000		13,000	43,259	1,501		100
30 Sep. '07	16.00		Second Avenue (N. Y.)	1,416,512	800,000	700,000		137,890	458,945	9,470		100
30 Sep. '07	8.37		Sixth Avenue (N. Y.)	1,571,214	750,000	188,000		583,166	73,564	10		100
30 Sep. '07	6.38		Skaneateles	68,878	67,780	20,000						100
30 Sep. '07	2.07		Syracuse and Geddes	25,039	25,000	25,000		13,075	5,046	20		100
30 Sep. '07	4.37		Syracuse and Onondago	31,000	31,000				6,596	1,176	5	100
30 Sep. '07	18.00		Third Avenue (N. Y.)	2,453,404	1,170,000	1,830,000		1,184,943	222,222	12		180
30 Sep. '07	3.33		Troy and Albany	71,952	44,150	19,000		11,233	12,446	2,140		100
30 Sep. '07	15.50		Utica and Waterville	301,268	121,172	106,500		1,200	75,179	14,707		100
30 Sep. '07	2.25		V. Brunt St. & Erie Basin (Bk'n)	87,000	75,000	12,000		1,534	17,395	2,267		100
30 Sep. '07	15.52		Westervliet (Albany)	294,388	240,000	134,000		2,700	104,223	14,721	9	100
			NEW JERSEY.									
31 Dec. '02	5.32		Hoboken and Hudson City	32,000	30,000			2,000				
31 Dec. '02	5.06		Hoboken and Weehawken	134,400	70,000	60,000		17,228	9,986	3		
31 Dec. '02	10.47		Jersey City & Bergen Point									
31 Dec. '02	17.00		Orange and Newark	618,296	287,550	300,000		30,750	124,870	30,568		50
31 Dec. '02	5.80		West Hoboken & Hoboken	100,000	40,000	60,000						
			PENNSYLVANIA.									
31 Oct. '07	9.23		Citizens' (Pittsburg)	230,480	160,000	56,300		7,700	144,008	59,186	24	50
31 Oct. '07	1.63		Easton & South Easton	22,422	24,600	500			4,971	428	2	25
31 Oct. '07	10.50		Frankford and Philadelphia	138,267	99,638	50,000		11,864	15,786	loss.		50
31 Oct. '07	18.37		Frankford & Southw'k (Ph.)	766,491	491,650	200,000		295,142	56,995	8		50
31 Oct. '07	34.25		Germantown	542,270	112,245	350,000		20,000	284,574	63,582	26 1/2	50
31 Oct. '07	5.40		Girard College (Phila.)	170,864	170,000				112,204	15,978	12 1/2	50
31 Oct. '07	4.84		Green & Coates St. (Phila.)	234,463	150,000	100,000		170,489	9,904	10		50
31 Oct. '07	2.00		Harriburg City	57,948	41,995	9,760		2,248	9,777	loss.		25
31 Oct. '07	5.20		Lombard & South St. (Phila.)	162,957	90,000	60,200		7,900	66,529	13,046		25
31 Oct. '07	7.25		Oakland (Pittsburg & E. L.)	82	59,500	57,718		880	49,980	10 1/2		11 1/2
31 Oct. '07	3.00		Peoples, Luzerne County	34,800	34,800				4,600	2,382		100
31 Oct. '07	7.08		Philadelphia City (C. & W.)	436,911	225,000	150,000		61,911	226,044	53,011	10	50
31 Oct. '07	6.61		Philadelphia and Darby	250,419	160,000	59,000			38,371	9,452	12 1/2	20
31 Oct. '07	8.50		Philadelphia & Gray's Ferry	286,583	285,307				93,888	23,343	8	60
31 Oct. '07	8.75		Pittsb. Allegheny & Manch.	146,995	110,000	35,600		24,916	138,601	22,495	10	60
31 Oct. '07	8.90		Pittsburg and Birmingham	82,808	76,000	10,000		10,000	74,852	21,550	11 1/2	60
31 Oct. '07	8.00		Ridge Avenue & Manyunk	179,635	120,500	63,300			40,799	6,726	2	50
31 Oct. '07	3.96		Schuylkill River (Phila.)	47,463	50,000							20
31 Oct. '07	19.50		Second & Third St. (Phila.)	487,936	339,007	114,200		68,088	408,156	105,448	18 1/2	47
31 Oct. '07	5.82		17th & 19th St. (Phila.)	114,368	130,000				69,627	11,284	44	80
31 Oct. '07	7.00		10th & 11th St. (Citizens')	176,049	192,750				131,723	22,150	31 1/2	60
31 Oct. '07	6.25		13th & 15th St. (Phila.)	uncertain					208,984	84,661		50
31 Oct. '07	25.00		Union (Philadelphia)	764,927	400,000	300,000			366,348	42,661	7 1/2	60
31 Oct. '07	5.00		West Philadelphia	479,705	375,000	100,000			281,058	50,662	10	60
31 Oct. '07	4.13		Wilkesbarre and Kingston	70,235	49,800			8,500	12,119	7,423		80
31 Oct. '07	1.02		Williamsport	20,367	15,600	5,000		1,127	5,565	1,319		25
			MARYLAND.									
31 Dec. '02	21.00		Baltimore City	700,000	670,000			31,549	239,059	21,058		18
			OHIO.									
31 Dec. '02	5.00		Cincinnati Street	151,913	150,000							
31 Dec. '02	5.00		City (Cinc.) Passenger	111,412	100,000							
31 Dec. '02	3.81		Passenger (Cinc.)	69,837	50,000							

PASSENGER RAILROAD BONDS.

DESCRIPTION.	Amount out- stand- ing.	INTEREST.		Principal payable.	Maturity.
		Rate.	Pay- able.		
Broadway (Brooklyn):	\$	pc	Months.	Year.	%
Real Estate Mortgage	27,500	7	J. & J.	Var.	—
Broadway & 7th Avenue:					
1st Mortgage	500,000	7	J. & D.	1884	—
Brooklyn, Bath & Coney Is'd					
1st Mortgage	80,000	7	J. & J.	1883	—
Brooklyn and Rockaway					
1st Mortgage	35,000	7	J. & J.	—	—
Brooklyn Centr. & Jamaica:					
1st Mortgage	480,000	7	J. & D.	1870	—
Brooklyn City					
1st Mortgage	170,000	7	J. & J.	1873	—
Brooklyn City & Newtown:					
1st Mortgage	200,000	7	J. & J.	1873	—
Brooklyn City & Ridgewood:					
1st Mortgage	20,000	7	J. & J.	1884	—
Cambridge:					
1st Mortgage	150,000	6	J. & J.	1883	50
Central Park, East & North River:					
1st Mortgage	550,000	7	J. & J.	1874	—
Citizens' Pittsburg:					
1st Mortgage	55,300	7	J. & J.	1870	—
Coney Island and Brooklyn:					
1st Mortgage	148,000	7	J. & J.	1878	—
Delaware County:					
1st Mortgage	6,500	7	—	—	—
Dorchester:					
Real Estate Mortgage	5,000	6	—	—	—
D. Dock, E. B'dw. & Battery:					
1st Mortgage	650,000	7	J. & J.	—	—
Eight Avenue:					
1st Mortgage	180,000	7	J. & J.	—	—
Forty-second street:					
1st Mortgage	127,150	7	J. & J.	1878	—
Real Estate	134,500	7	J. & J.	—	—
Frankford and Southwark:					
1st Mortgage	200,000	7	J. & J.	1869	80
Frankford and Philadelphia:					
1st Mortgage	50,000	7	—	—	—
Germanatown:					
1st Mortgage	850,000	7	J. & J.	1880	—
Green and Coates St.:					
1st Mortgage	100,000	7	J. & J.	1870	50
Harlem Br. Morris & Ford'm					
1st Mortgage	124,000	7	J. & J.	—	—
Hestonville Mantua & Fair- mount:					
1st Mortgage	185,000	7	J. & J.	1869	—
Hoboken and Weehawken:					
1st Mortgage	60,000	7	M. & B.	1872	—
Lynn and Boston:					
1st Mortgage [road]:	40,000	6	J. & J.	71-72	81
Malden and Melrose:					
1st Mortgage guaranteed	58,727	6	—	1880	61
Medford and Charlestown:					
1st Mort. (Winter St. Br.)	9,500	6	—	—	—
Middlesex:					
1st Mortgage	38,000	—	—	—	—
Malden & Melrose bonds	46,971	—	—	—	—
Real Estate	6,000	—	—	—	—
Ninth Avenue:					
1st Mortgage	112,000	7	—	—	—
North Philadelphia:					
1st Mortgage	100,000	7	—	1869	—
Orange and Newark:					
1st Mortgage Broad street	100,000	7	J. & J.	1881	—
" " O. & Newark	100,000	7	J. & J.	1880	—
2d Mortgage	100,000	7	J. & J.	1882	—
Philadelphia City:					
1st Mortgage	140,000	6	J. & J.	1879	85
Philadelphia and Darby:					
1st Mortgage	17,000	7	J. & J.	1870	80
Phila. and Gray's Ferry:					
1st Mortgage	15,500	7	J. & J.	1869	—
Pittsb. Allegh'y & Manch.:					
1st Mortgage	85,000	7	J. & J.	1871	—
Pittsburg & Birmingham:					
1st Mortgage	10,800	7	J. & J.	1870	—
Pittsburg & East Liberty:					
1st Mortgage	87,000	7	J. & J.	1871	—
Quincy:					
Plain bonds	54,400	—	M. & B.	1868	—
Richmond and Schuylkill:					
1st Mortgage	30,000	7	J. & J.	1870	—
Rochester City & Brighton					
1st Mortgage	100,000	7	J. & J.	—	—
Second Avenue:					
1st Mortgage	520,000	7	J. & D.	1887	—
Second and Third Street:					
1st Mortgage	100,000	7	J. & J.	1882	80
2d Mortgage	114,200	7	J. & J.	1880	101
Third Avenue:					
1st Mortgage	1,000,000	7	J. & J.	1870	—
Real Estate bonds	480,000	—	—	—	—
Union:					
Real Estate Mortgage	300,000	6	J. & D.	1875	—
Utica and Waterville:					
1st Mortgage	100,000	7	—	—	—
Van Brunt, St. & Erie Basin:					
1st Mortgage	12,000	7	J. & J.	—	—
West Hoboken & Hoboken:					
1st Mortgage	60,000	7	M. & B.	1878	—
West Philadelphia:					
1st Mortgage	140,000	7	J. & J.	1880	—

New York Stock Exchange.

Actual Sale Prices for the week ending Jan. 13.

Th.7. F.8. Sat.9. M.11. Tu.12. W.13.

FEDERAL STOCKS:--						
U. S. 5s, 1871, reg.	106	106	106	106	106	106
U. S. 5s, 1871, coup.	106	106	106	106	106	106
U. S. 5s, 1874, reg.	106	106	106	106	106	106
U. S. 5s, 1874, coup.	106	106	106	106	106	106
U. S. 5s, 10-40s, coup.	106	106	106	106	106	106
U. S. 5s, 10-40s, reg.	106	106	106	106	106	106
U. S. 5s, 1881, reg.	106	106	106	106	106	106
U. S. 5s, 1881, coup.	106	106	106	106	106	106
U. S. 5s, '81, O.W.L. y.	106	106	106	106	106	106
U. S. 5s, 1881, .. y.	106	106	106	106	106	106
U. S. 5s, 5-20s, reg. '62.107	107	107	107	107	107	107
U. S. 5s, 5-20s, c. 1862.112	112	112	112	112	112	112
U. S. 5s, 5-20s, reg. '64.	108	108	108	108	108	108
U. S. 5s, 5-20s, c. 1864.109	109	109	109	109	109	109
U. S. 5s, 5-20s, reg. '65.	108	108	108	108	108	108
U. S. 5s, 5-20s, c. 1865.109	109	109	109	109	109	109
U. S. 5s, 5-20s, r. n. '65.108	108	108	108	108	108	108
U. S. 5s, 5-20s, c. n. '65.108	108	108	108	108	108	108
U. S. 5s, 5-20s, reg. '67.	108	108	108	108	108	108
U. S. 5s, 5-20s, c. 1867.108	108	108	108	108	108	108
U. S. 5s, 5-20s, reg. '68.	108	108	108	108	108	108
U. S. 5s, 5-20s, c. '68 ..108	108	108	108	108	108	108
U. S. 5s, 5-20s, c. '63 ..108	108	108	108	108	108	108
U. S. 5s, Pac.R.R. issue.	99	99	99	99	99	99

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

W.6. Th.7. F.8. Sat.9. M.11. Tu.12.

Catawissa						
preferred .. 32	32	32	32	32	32	32
Camden and Amboy .. 129	129	129	129	129	129	129
.. 6s, 1870 .. 90	90	90	90	90	90	90
.. 6s, 1875 .. 90	90	90	90	90	90	90
.. 6s, 1883 .. 90	90	90	90	90	90	90
.. 6s, 1889 .. 90	90	90	90	90	90	90
.. mort. 6s, '89 .. 93	93	93	93	93	93	93
Elmdra & Williamsport .. 30	30	30	30	30	30	30
.. pref. .. 30	30	30	30	30	30	30
Lehigh Navigation .. 29	29	29	29	29	29	29
.. 6s, 1884 .. 82	82	82	82	82	82	82
.. Gold L. .. 88	88	88	88	88	88	88
.. R. R. L. .. 88	88	88	88	88	88	88
Lehigh Valley R. R. .. 54	54	54	54	54	54	54
.. 6s new .. 43	43	43	43	43	43	43
Little Schuylkill R.R. .. 54	54	54	54	54	54	54
.. 7s .. 54	54	54	54	54	54	54
Minehill .. 54	54	54	54	54	54	54
Morris Canal .. 54	54	54	54	54	54	54
.. pref. .. 54	54	54	54	54	54	54
.. 6s, 1876 .. 54	54	54	54	54	54	54
North Pennsylvania .. 34	34	34	34	34	34	34
.. 6s, 1880 .. 89	89	89	89	89	89	89
.. 7s .. 89	89	89	89	89	89	89
.. 10s, 1887 .. 89	89	89	89	89	89	89
Northern Central .. 49	49	49	49	49	49	49
Pennsylvania R. R. .. 55	55	55	55	55	55	55
.. 1st M. .. 95	95	95	95	95	95	95
.. 2d M. .. 95	95	95	95	95	95	95
Penn. State, 6s, 1st series .. 104	104	104	104	104	104	104
.. 6s, 2d series .. 104	104	104	104	104	104	104
.. 6s, 3d series .. 104	104	104	104	104	104	104
.. 6s, W. L. .. 104	104	104	104	104	104	104
Philadelphia City, 6s .. 100	100	100	100	100	100	100
.. new .. 100	100	100	100	100	100	100
Philad. Germ. & Nor. .. 47	47	47	47	47	47	47
Phila. & Reading .. 47	47	47	47	47	47	47
.. 7s, 1893 .. 26	26	26	26	26	26	26
Philadelphia and Erie .. 26	26	26	26	26	26	26
.. 6s, 1872 .. 85	85	85	85	85	85	85
Schuylkill Navigation .. 68	68	68	68	68	68	68
.. pref. .. 68	68	68	68	68	68	68
.. 6s, 1882 .. 68	68	68	68	68	68	68
.. 6s, 1876 .. 68	68	68	68	68	68	68
.. 6s, 1872 .. 68	68	68	68	68	68	68
Susq. Canal .. 68	68	68	68	68	68	68
.. 6s, 1878 .. 68	68	68	68	68	68	68
Union Canal, pref. .. 68	68	68	68	68	68	68
.. 6s, 1878 .. 68	68	68	68	68	68	68
Wyoming Valley Canal .. 68	68	68	68	68	68	68
.. bonds .. 68	68	68	68	68	68	68
Hestonville, (Horse) .. 11	11	11	11	11	11	11
Chestnut & Wal. .. 11	11	11	11	11	11	11
Green & Coates .. 11	11	11	11	11	11	11
2d and 3d streets .. 11	11	11	11	11	11	11
Spruce and Pine .. 11	11	11	11	11	11	11
15th and 16th sts. .. 17	17	17	17	17	17	17

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Jan. 12.

W.6. Th.7. F.8. Sat.9. M.11. Tu.12.

Baltimore City 6s, 1875.						
1886 .. 94	94	94	94	94	94	94
1890 .. 94	94	94	94	94	94	94
1893 .. 94	94	94	94	94	94	94
Balt and Ohio .. 120	120	120	120	120	120	120
.. bonds, 1875 .. 120	120	120	120	120	120	120
.. 1880 .. 120	120	120	120	120	120	120
.. 1885 .. 94	94	94	94	94	94	94
Marietta & Cin. 1st M. .. 91	91	91	91	91	91	91
.. 2d M. .. 73	73	73	73	73	73	73
Northern Central .. 48	48	48	48	48	48	48
.. bonds, 1885 .. 83	83	83	83	83	83	83
.. 1900 .. 84	84	84	84	84	84	84
N. W. Va. 1st mort. .. 92	92	92	92	92	92	92
.. 2d mort. .. 92	92	92	92	92	92	92
.. 3d mort. .. 92	92	92	92	92	92	92
City Passenger R. R. .. 92	92	92	92	92	92	92

Boston Stock Exchange.

Actual Sale Prices for the week ending Jan. 13.

Th.7. F.8. Sat.9. M.11. Tu.12. W.13.

Boston and Albany .. 146						
147	147	147	147	147	147	147
Boston and Lowell .. 135	135	135	135	135	135	135
Boston and Maine .. 135	135	135	135	135	135	135
Boston and Providence .. 135	135	135	135	135	135	135
Boston, Hartford & Erie 27	28	28	28	28	28	27
.. 7s, new .. 62	63	63	63	63	63	63
Cheshire, pref. .. 70	70	70	70	70	70	70
Concord .. 73	73	73	73	73	73	73
Connecticut River .. 116	116	116	116	116	116	116
Eastern .. 116	116	116	116	116	116	116
Fitchburg .. 133	133	133	133	133	133	133
Manchester & Law's .. 132	132	132	132	132	132	132
Michigan Central .. 115	116	116	116	116	116	116
Northern, N. H. .. 112	112	112	112	112	112	112
Ogdens & Lake Cham 66	66	66	66	66	66	66
.. pref. .. 103	103	103	103	103	103	103
Old Colony & Newport 94	94	94	94	94	94	94
Ph. Wil. & Baltimore .. 52	52	52	52	52	52	52
Port'd, Saco & Ports .. 100	100	100	100	100	100	100
Vermont & Canada .. 101	101	101	101	101	101	101
Vermont & Mass. .. 63	63	63	63	63	63	63
Vt. C. & Vt. & C. Eq. 8s .. 103	103	103	103	103	103	103
Broadway (Horse) .. 100	100	100	100	100	100	100
Cambridge .. 62	62	62	62	62	62	62
Metropolitan .. 62	62	62	62	62	62	62
Middlesex .. 59	59	59	59	59	59	59
Central Mining Co. .. 16	16	16	16	16	16	16
Copper Falls .. 16	16	16	16	16	16	16
Franklin .. 14	14	14	14	14	14	14
Huron .. 15	15	15	15	15	15	15
Ile Royale .. 15	15	15	15	15	15	15
National .. 15	15	15	15	15	15	15
Minnesota .. 15	15	15	15	15	15	15
Pewabic .. 8	8	8	8	8	8	8
Pittsburg .. 13	13	13	13	13	13	13
Quincy .. 22	22	22	22	22	22	22

London Stock Exchange.

Closing Prices.

Dec. 18. Dec. 24.

Atl. & Gt. West. N. Y. sec. 7 per ct.			
1st mort. 1880 .. 65	70	65	68
Do. do. 2d mort. 1881 .. 60	65	60	65
Do. Penn. 1st mort. 1877 .. 65	70	65	70
Do. do. 2d mort. 1882 .. 60	65	60	65
Do. Consol. 7 per cent. mort. bonds .. 41	42	42	42
£100 paid, 1890 .. 61	62	60	62
Detroit and Milwaukee 1st mort. 7s .. 60	62	60	62
Do. 2d mort. 8 p. c. .. 60	63	60	63
Erie shares 100 dol. all paid .. 27	27	26	26
Do. sterig. 6 p. c. convertible bonds .. 60	65	60	65
Do. 3d mort. 7 p. c. 1883 .. 60	65	60	65
Illinois Central, 6 per cent. 1875 .. 78	80	78	80
Do. Redemption mort. bonds 6 p. c. 90	101	99	101
Do. 7 per cent. 1875 .. 78	80	78	80
Do. 100 dol. shares, all paid .. 95	96	95	96
Marietta and Cin. R. R. bonds 7 p. c. 75	80	75	80
Panama General mort. 7s, 1897 .. 107	109	106	108
Penn. R. R. bonds, 2d mort. 6 per ct. 96	98	96	98
Do. General mort. 6 p. c. 1910 .. 89	91	88	90
Philadelphia and Erie 1st mort. 1881 .. 89	91	88	90
Do. with option to be paid in Phila. 89	91	89	91

American Railroad Journal.

Saturday, January 16, 1869.

Stock Exchange and Money Market.

During the earlier part of the week, under review, money worked steadily in favor of the borrowing interest, on an augmenting supply both at bank and in private hands. The publication of the highly favorable bank statement on Saturday served to confirm this tendency of the market, the exhibit indicating a gain of \$7,500,000 of deposits, nearly \$6,750,000 of specie, and \$2,250,000 of legal tender notes, with a reduction of nearly \$300,000 in the loan averages, as compared with the footing of the preceding weekly return. Monday's opening dealings in money were on the basis of the legal rate on call, in currency, to responsible street houses. Late in the day, however, there was a sudden and inexplicable renewal of the pressure for accommodation, as well as of firmness in rates, which continued through the active business hours of Tuesday, and the prevailing price to even the best street borrowers was full 7 per cent. on call. Equal to 8½@10 per cent. in currency was said to have been exacted from some needy borrowers, on miscellaneous collaterals. The market was made thus stringent, chiefly by speculative manipulations, in

the interest of the bears in bonds and stocks. A Government firm in Wall street, was represented as having called in several loans on Tuesday, in furtherance of its temporarily bear views. During the afternoon of that day, there was an unexpected relaxation in the market, with a notable increase of the offerings of capital at generally 7 per cent. on call, with exceptional instances reported of advances having been made to leading dealers in the public funds as low as 6 per cent. On Wednesday, the business was fairly active, and the governing call loan price was the legal rate in currency. In partial explanation of the recent frequent and unusual fluctuations in the price of money, street operators have emphasized the reduced greenback basis at bank, as compared with this time last year; the much higher prices for stocks, especially the railways; the wants of the Pacific Railroads for temporary accommodation in advance of the regular sales of their own mortgages, and the local speculation, for New York and Southern account, in cotton. And attention has been called to the singular strength of the market in nearly all departments of the Stock Exchange, the Gold Room and the Produce Exchange, (including cotton,) in the face of the extraordinary animation in the money line. Mercantile borrowers have been meeting with more encouragement from both banks and private lenders. Prime to good commercial paper has been, as a rule, in more request at from 8@10 per cent. per annum. The U. S. Sub-Treasury has gained a few millions in the way of cash balances, since the 6th inst. The Treasury Department entered the New Year with a cash reserve of \$111,826,461, (including \$98,763,369 of coin, and \$13,063,092 of currency,) of which there were \$87,901,169 in the Sub-Treasury at this port. A year ago, the department held cash balances of \$106,679,321.

The specie reserve of the city banks is now \$27,384,730, against \$19,222,856 same time last year. The city bank deposits are now \$187,908,539, against \$194,835,525 week ending Jan. 11, 1868. The legal tender reserve amounts to \$51,141,128, against \$63,753,116 same time last year. The circulation now stands at \$34,344,156, against \$24,094,137 same time last year. The loans are now \$258,792,562, against \$253,170,723 at this date last year. The Bank Exchanges at the Clearing House through the past week, averaged \$117,962,008 a day, against a daily average of \$117,061,000 the preceding week, and \$124,385,841 the week ending with Dec. 23, 1868. The current week's exchanges average about \$125,981,000 a day. The city banks, last week, gained \$6,648,608 of specie, \$7,418,094 of deposits, and \$2,244,707 of legal tender notes. They reduced their loans, \$297,495; and their circulation, \$35,453.

National Bank notes to the amount of \$121,010 were issued last week by the Treasury Department, making the total issue to 1,685 banks thus far, amount to \$311,677,92

security for circulating notes amount to \$342,186,400; and for the public deposits, \$35,391,350—making a total of \$377,527,750. The Treasury Department last week redeemed and destroyed \$624,000 of worn and mutilated fractional currency, and issued \$444,315 of new. The outstanding amount of fractional currency on the 1st of January, 1869, was \$34,215,716, against \$33,875,268 on the 1st of December, 1868.

The average amounts of the Gold Exchange Bank loans and discounts last week was \$1,471,088, average amount of specie \$1,214,818, average amount of deposits \$1,883,523.

The U. S. Sub-Treasury receipts, week ending with Jan. 9, were \$10,396,480, including \$1,954,193 from customs duties; payments, \$11,375,788, including \$3,682,000 of coin interest; balance of the close of the week, \$81,368,068, against \$82,347,376, at the close of the preceding week, showing a decrease of \$979,308. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,815,850 including \$358,981 from customs; and payments, \$1,982,927, including \$634,332 of coin interest; on Tuesday, receipts, \$1,136,058 including \$491,000 from customs, and payments, \$1,093,280, including \$799,925 of coin interest. The balance at the close of business on Tuesday stood at \$81,243,729, against \$78,601,922 a week previous; and \$89,937,195, on Dec. 23, 1868.

The outstanding amount of coin certificates on the 1st of Jan., 1869, was \$27,036,020, against 23,255,840 on the 1st of Dec., 1868. The Sub-Treasurer at this port issued, last week, coin certificates to the amount of \$3,337,000, and retired \$1,862,195 through the receipts for customs. The coin certificates issued by the Sub-Treasury office, during December, reached \$7,600,980.

Government revenues have been on a more liberal scale, since our last. The excises, last week, yielded about 3½ millions; customs at the port of New York, \$1,954,193, and at the outports about \$650,000 (in coin) more, making the grand total income for the week equal to about \$7,015,650 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with June 30, 1868, were \$191,180,564. The receipts from the same source, thus far in the current fiscal year, commencing with July 1, 1868, have been about 76 millions, according to the latest Washington advices.

Gold has been rather more active, since our last, and quoted firmer in price. The warlike tenor of the recent foreign advices have tended to strengthen the speculative interest. There has been a little more call from shippers and importers, from the latter for Custom House purposes. Nearly two millions were derived by the Treasury Department from the Customs of the port, last week, and the promise is of a larger yield during the current week. Nearly three-fourths of a million were exported during the past week. The prices of the week ranged from 134½¢@135½¢. The closing figures on Wednesday were 135½¢. The exports of specie on Tuesday were \$43,000, on Wednesday, \$50,000. Late on Wednesday, the California steamer delivered \$214,180 in gold. The Treasury Department held on the 1st inst., a coin reserve of \$98,763,369, of which \$71,727,349 belonged to the department, but out of this amount in the ownership of the Government, pro-

vision has had to be made for the January coin interest disbursements, amounting to about 33 millions all told. There were \$27,036,020 on deposit in the department, on private account.

The customs demand for Gold last week, averaged \$325,699 a day; thus far, this week, it has been equal to \$424,990 a day, or equal to a weekly aggregate of \$2,549,940. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$41,078 and from California, \$214,180. The total customs revenue of the Government, in coin, at this port, from July 1, 1868, to date was \$62,016,536, against \$58,928,133 same time in the preceding fiscal year. At the port of San Francisco, \$8,382,329, against \$7,484,475 last year.

The total receipts of California gold at this port, since July 1, 1868, have been \$12,703,511, against \$16,454,402 same time in fiscal year 1867-'68, showing a decrease in the current fiscal year, of \$3,750,891. The exports of specie, from this port, last week, were \$645,628, against \$2,940,752 same week last year; total, since July 1, 1868, \$22,335,424, against \$32,934,186 in 1867-'68. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$3,682,000; since July 1, 1868, \$53,678,049, against \$42,069,019 same time in 1867-'68. The specie exports from San Francisco, from Jan. 1, to Dec. 22, 1868, were \$34,216,172, against \$40,656,910 same time in 1867.

More firmness has been developed in the market for foreign exchange, on a less extensive offering of prime bills, both bankers' and merchants'. The demand, however, has not been particularly brisk, and drawers have experienced much difficulty in realizing asking prices, even on the best drafts. Bankers' prime sixty day bills on London closed on Wednesday at 109½¢@109¾¢, and on Paris to 5.18½¢@5.15¢; sight bills on London to 110¼¢@110½¢, and on Paris to 5.13¼¢@5.11¼¢. The offering of produce bills has been light this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,376,680, against \$3,912,546, same week last year; total, since July 1, 1868, \$84,929,924, against \$97,555,165 same time in preceding fiscal year of 1867-'68.

Government securities have been in better request and decidedly stronger in price, most of the week. On Monday and Tuesday there was temporary reaction, caused in part by the sudden tightening of money, and in part by the circulation of an utterly false report to the effect that the Treasury Department was about to market a few millions of new bonds. This report was believed to have originated with parties who were represented as short of bonds, and desirous of depressing values, in order to protect their outstanding contracts to deliver. Such reports, false though they be, gain temporary currency from the known or assumed power of the Treasury Department to make such further issues, even though the power be of a very limited nature. And such rumors will continue to be put in circulation and to be traded upon, as long as the Secretary of the Treasury is left even a vestige of authority to enlarge the volume of the six per cent. coin bearing obligations. This source of mischief can be disposed of by a positive and defi-

nite enactment of Congress, explicitly closing up all old authorizations of additional six per cent. gold bond issues, and as plainly prohibiting any augmentation of this form of the national securities, under any pretence whatsoever. Late on Tuesday, the market became quite brisk and buoyant again, and closed generally strong on Wednesday.

U. S. sixes of 1881 closed here on Wednesday at 112@112¼; U. S. Five-twenties of 1862, 112¾@112½; U. S. Five-twenties of 1864 at 108¾@109; U. S. Five-twenties of 1865 at 109¾@109½; U. S. Five-twenties of 1865, consolidated, 108@108½; U. S. Five-twenties of 1867, 108¼@108¾; U. S. Five-twenties of 1868, 108½@108¾; U. S. Ten-forties at 107½@107¾; U. S. Six per cent. currency bonds, 100¾@100¾.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Dec. 30	Jan. 6.	Jan. 13.
Consols	92¾	93	92¾
U. S. 5-20's of 1862...	74½	74½	75½
Erie	26½	25¾	26
Ill. Central	95½	95½	96¼

Railway and miscellaneous stocks have been in quite extensive demand through the week, opening at buoyant prices, but closing irregularly under the fluctuations in the Money line. On the whole, real values show intrinsic strength; and with assured ease in Money, must develop unusual buoyancy.

Business in Cotton has been active and excited since our last; while in most other kinds of domestic produce there has been less movement, and prices have been less buoyant, especially for Breadstuffs. Middling upland cotton closed quite briskly on Wednesday at 29½¢@29¾¢ cents per lb. The stock of cotton now here is estimated at about 34,500 bales. The receipts at the port this week, have averaged about 4,400 bales a day. The receipts at all the ports, since Sept. 1, 1868, have been 1,181,000 bales, against 1,015,000 bales same time in 1867-'8; exports, same time 579,000 bales, against 530,000 bales same time in 1867-'8; stock on hand at latest dates, 295,000 bales, against 335,000 bales same date 1868. Total crops of 1867-'8, 2,430,893 bales; total receipts at ports year ending Sept. 1, 1868, 2,240,282 bales; total exports thence, same time, 1,657,015 bales. The exports of domestic cotton goods from this port, since Jan. 1, have been 88 pkgs., against 25 pkgs., same time last year. From Boston, 696 pkgs., against 1,708 pkgs. same time in 1868. At the Live Stock markets, this week, Beeves have been in less demand and heavy at from 10@16½¢. per lb.; week's receipts, 5,419. Veal calves have been quiet at 9½¢@12½¢. per lb.; receipts, 435. Sheep and lambs less sought after at from 4¼¢@8¢. per lb.; receipts, 22,753. Swine, scarce and wanted at from 10@10½¢. per lb., all live weight; receipts, 5,022. Foreign merchandise has been generally in moderate demand without any very notable fluctuation in prices. Dry Goods have attracted more attention, and a good spring business is generally looked for, at paying rates. Groceries have been less firm, particularly raw sugars, which have been offered more freely. The total imports of foreign dry goods, last week, were \$1,037,193 and the total amount marketed \$1,033,218. The value of foreign merchandise imported last week, was \$2,500,320—making the

grand total specie value of last week's imports of dry goods and merchandise, equal to \$3,537,518, against \$3,456,063 same week last year; total since July 1, 1868, \$127,067,444, against \$120,873,454 in 1867-'8. Freights have been rather firmer, as to rates, but the actual business transacted has been on a moderate scale. For Liverpool we quote flour at 2s. @ 2s. 3d. by sail, and 2s. 6d. @ 3s. by steamer, per bbl.; grain at 7d. @ 7½d. by sail, and 8d. @ 8½d. by steamer, per bushel; cotton at ½d. @ ½d. by sail, and ¾d. @ ¾d. by steamer, per lb.; and heavy goods 22s. 6d. @ 35s. by sail, and 35s. @ 50s. by steamer, per ton. Total number of vessels in port on Wednesday, 523.

The New York exports, exclusive of specie, for the week ending Jan. 12, and since the beginning of the year, compare as follows:

	1868.	1869.
For the week.....	\$3,912,546	\$3,376,680
Prev. reported.....	2,500,234	1,926,240

Since January 1..... \$6,412,780 \$5,302,920

The imports for the week ending January 9, and since the beginning of the year, have been as follows:

	1868.	1869.
Dry goods.....	\$974,688	\$1,037,193
Gen. merchandise.....	2,481,375	2,500,320

Total for the week..... \$3,456,063 \$3,537,518
Previously reported.....

Since January 1..... \$3,456,063 \$3,537,518

The balance in the Sub-Treasury on Wednesday was \$80,813,084.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Louisiana 6s, 78; do., Levee bonds, 67½; Alabama 5s, 53; do., 8s, 87; New York State 7s, Bounty Loan, reg., 108; Indiana 5s, 98½; Georgia 7s, 90½; do., 6s, 78½; Brooklyn 6s, Park Loan, 93; do., W. L., 96¼; Buffalo, New York and Erie 1st mort., 89; Dubuque and Sioux City R. R., 94; do., 1st mort., 92½; Ohio and Miss. Con. bonds, 85; Buffalo and Erie R. R. bonds, new, 100; Toledo, Peoria and Warsaw 1st mort., W. D., 85; St. Louis and Iron Mountain 1st mort., 87; Chicago and Milwaukee 1st mort., 89; Detroit, Monroe and Toledo bonds, 91; Hannibal and St. Joseph R. R., 100; do., pref., 104½; Chicago and Gt. Eastern, 48; Oil Creek and Allegheny River R. R., 80; Boston Water Power Co., 14½; Adams' Exp. Co., 49; Wells-Fargo Exp., 26; Merchants' Union Exp., 13; U.S. Exp., 43½; American Exp., 38½; Central Coal, 52; Penna. Coal, 215; Mariposa, 6; do., pref., 20½; do., Tr. 10s, cts., 50; Western Union Telegraph, 83½; Continental Bank, 98½; Bank State of New York, 112; Central National Bank, 105; Tenth National Bank, 96; Ninth National Bank, 109; Shoe and Leather Bank, 126½ Am. Ex. Bank, 115; Importers' and Traders Bank, 127; Park Bank, 150; Fourth National Bank, 102½; Bank of North America, 108; Bank of Commerce, 120; Bankers and Brokers' Ass., 100; Bennehoff Run Oil, 0.40; Bergen Coal and Oil, 0.08; Consolidated Gregory gold, 8.50; Northern Light Oil, 0.80; New York Gold, 1.00; Owyhee Mining, 22.00; Quartz Hill Gold, 0.73; Smith and Parmelee Gold, 2.65; Walkill Lead, 0.13.

Philadelphia.—Stebenville and Indiana 1st mort., 70½; North Penna. R. R., 7s, 87; Warren

and Franklin 7s, 85; Sunbury and Erie 7s, 99½; Phila. and Erie 7s, 79; Harrisburg and Lancaster R. R. 6s, 90; Oil Creek and Allegheny River R. R., 80; Phila. and Trenton R. R., 123; New Jersey 6s, 100½; Delaware Division Canal, 50; Fifth and Sixth streets R. R., 35; Big Mt. Coal, 6; Shamokin Coal, 6; Clinton Coal, ¾; Mechanics' Bank, 31; Farmers' and Mechanics' Bank, 122; Corn Ex. Bank, 69¼. The latest quotations are: City 6s, 96@97; do., free of tax, 100¼@100¾; State 6s, reg., 100@100; do., coupon, 96@96½; do., 6s, W. L., 101½@102; do., 1st series, 102@103; do., 2d series, 103@103½; do., 3d series, 104@105; Reading, 45½@47¼; do., 7s, 1893, 105@105½; do., 6s, 1880, —@90; Camden and Amboy, 128¾@129; do., mort. 6s, 1889, 92¾@93¾; do., 1883, 88@89; Penn. R. R., 55¾@56; do., 1st mort., 98@99; do., 2d mort., 95¼@96; Little Schuylkill R. R., 43¼@44; Morris Canal, 27@32; do., pref., 73@75; do., bonds, 82@87; Wyoming Valley Canal, 30@32; do., 6s, 77@80; Susquehanna Canal, 12½@15; do., 6s, 55@58; Sch. Nav., 10@10½; do., pref., 19¾@20; do., 6s, 1882, 68¼@70; Delaware Div. Canal, 47@50; do., bonds, 80@80; Elmira and Williamsport, 30@33; do., pref., 40@44; do., 7s, 1873, 90@—; do., 5s, 67@65; Lehigh Coal and Navigation, 28¾@29; do., 6s, 1884, 82@82½; do., R. R., Loan, 83@84; do., Gold Loan, 88¼@89½; North Pennsylvania, 32@33; do., 6s, 88½@89½; do., Chattle 10s, 108@109; Philadelphia and Erie, 26¼@26½; do., 6s, 85@85½; Minehill, 55@56; Catawissa, 9@11; do., pref., 33¾@33½; Lehigh Valley, 54¼@54½; do., 6s, new, 90@91; Fifth and Sixth streets, (horse,) 35@35; Second and Third, 47@47½; West Philadelphia, 66@67; Spruce and Pine, 25@—; Green and Coates, 36@41; Chestnut and Walnut, 45@49; Thirteenth and Fifteenth, 17@17½; Girard College, 25@26½; Tenth and Eleventh, 65@—; Union, 41@42; Hestonville, 11@11¼.

Boston.—Vermont Central 1st mort., 7s, consol., 77¾; Central Pacific R. R. 6s, 1896, gold, 99; do., 7s, 1883, gold, 109½; Eastern R. R. 6s, 1874, 96; Stanstead, Shefford and Chambly 7s, 78½; Connecticut River R. R. 6s, 1878, 98; Cheshire 6s, 1880, 92½; Ogdensburg and Lake Champlain 8s, 1878, 102½; Cedar Rapids and Missouri River 7s, 1916, 93; Atlantic and Pacific 6s, 1888, gold, 88; Rutland and Burlington 1st mort. 7s, 150; Union Pacific R. R. 6s, gold, 97; Burlington and Missouri River R. R. 7s, 88½; Summit Branch R. R., 26; Cincinnati, Sandusky and Cleveland R. R., 22; do., 7s, 1890, 75¾; Indianapolis and Cincinnati R. R., 16½; Conn. and Passumpsic Rivers R. R. pref., 91¾; do., 6s, 1876, 90; New York and New Haven R. R., 138½; Boston Water Power Co., 14¼; Waverly Land Co., 1½; Cary Imp. 7½; Short Mt. Coal, 17; Harleigh Coal, 16½; Massachusetts 6s, 1872, gold, 120; do., 5-20s, currency, 101½; New Hampshire 6s, 1877, 99½; Maine 6s, 1871@1889, 99¼; Vermont 6s, 1876, 100; Connecticut 6s, 1881@1893, 99; Cook Co., Ills., 7s, 1885, 96; Boston 5s, 1884, gold, 107½; do., 6s, 1874@1876, currency, 101¾; Cambridge 6s, 1883, 99½; Albany 6s, 1883, Municipal, 95½; Salem 6s, 1893, W. L., 99¾; Portland 6s, 1887, Building Loan, 96¾; Cincinnati 7 3-10s, 1893, 102¾; St. Louis 6s, 1887, Municipal 88¾; do., 6s, gold, 101; Chicago 7s, 1892, Water Loan, 98½; do., 1888, Municipal, 98½; Charles-

town 6s, 1874, Mun., 100; Atlantic National Bank, 130½; Columbian National Bank, 118; Elliot National Bank, 111; Everett National Bank, 107¾; Hide and Leather National Bank, 96½; Howard National Bank, 110; New England National Bank, 130; North National Bank, 114½; Pawners' National Bank, 90; State National Bank, 110½; Shoe and Leather National Bank, 130¾; Traders' National Bank, 102¾; Tremont National Bank, 125; Webster National Bank, 110; Allegheny Mining Co., 6½; Concord, 1½; Hancock, 3½; Humboldt, 50c.; Native, 50c.; Mesnard, 50c.; Manhattan, 37½c.; Rockland, 1½; Superior, 37½c.

Baltimore.—Maryland Defense Loan, 98; Virginia 6s, old, reg., 46¾; Memphis City 6s, 49¾; Western Maryland 2d mort., pref., 52; Richmond and Danville bonds, 69¾; Orange, Alexandria and Manassas R. R. bonds, 76½; Virginia and Tennessee 2d mort., 64¾; Central Ohio R. R., 30; Baltimore Copper, 49; Gardner Hill, 0.41; Atlantic Coal, 2.65; Farmers' and Planters' Bank, 32; Union Bank, 57; National Exchange Bank, 97; Farmers' and Merchants' Bank, 57; Mechanics' Bank, 11; Bank of Baltimore, 112. The latest quotations are: Balt. and Ohio, 120@121; do., 6s, 1875, 92¼@93; do., 1880, 92½@93; do., 1885, 94@95; Northern Central, 48¾@48½; do., bonds, 1885, 83½@—; do., 1900, 84¼@85; Parkersburg Branch, 23@25; N. W. Va. 1st mort., 92½@93½; do., 2d mort., 89@92; do., 3d mort., 1873, 90@92; do., unguaranteed, 20@—; Marietta and Cincinnati 7s, 1892, 91¾@92¼; do., 2d mort., 72½@72¾; Central Ohio, 29@32¼; do., 1st mort., 85@86; Western Md. 6s, 1890, 75@75; do., guar., 91@92; do., 2d mort., guar., —@—; Richmond and Danville bonds, 69¾@69¾; Baltimore 6s, 1875, 94@95; do., 1886, 93@93½; do., 1890, 94@94½; do., 1893, 96@96; do., 6s, 1893 -70, 73@77; City Passenger R. R., 17½@18; George's Creek Coal, 62¼@67; Santa Clara, 1.50 @3.00; Atlantic Coal, 2.70@3.00.

Pittsburg, Ft. Wayne & Chicago Railway.

The following is a statement of the approximate earnings and expenses of this company during the month of December, as compared with the same period of the year 1867:

	1868.	1867.
From freight.....	\$524,844 81	\$370,299 85
" passengers.....	178,878 62	176,416 72
" express matter...	10,651 50	8,307 00
" mail.....	7,825 00	7,825 00
" rent of railway...	7,083 84	7,083 84
" miscellaneous....	1,000 00	8,794 92
Total.....	\$730,278 17	\$573,726 89
Expenses.....	575,691 27	449,685 51

Net earnings..... \$154,586 90 \$124,041 32

This shows a increase in earnings of \$156,551.34; with a increase in expenses of \$126,005 76—making the increase in net earnings, \$30,545 58.

The earnings and expenses, from January 1 to December 31, compare as follows:

	1868.	1867.
Earnings.....	\$8,022,120 74	\$7,242,125 96
Expenses.....	5,007,118 43	4,863,572 07
Net earnings.....	\$3,015,002 31	\$2,378,553 89

This shows an increase in earnings of \$779,994 78; with an increase in expenses of \$143,546 30—making the increase in net earnings, \$636,448 42.

Journal of Railroad Law:

NEGLECTANCE OF PERSON CROSSING RAILROAD TRACK—WHEN ADMISSION OF ENGINEER WILL BE ADMITTED—AMOUNT OF DAMAGES.

This was an action on the case brought August 10th, 1864, by William J. Coyle against the Hanover Branch Railroad Company for negligence by the servants of the company in running against and breaking his wagon, injuring himself and his horses, and injuring and destroying goods in his wagon.

On the trial before Fisher, P. J., the evidence was that on the 6th of January, 1864, the plaintiff, who was a pedlar, was driving on the Carlisle road in a wagon with two horses, "so muffled up with his coat, comfort and buffalo robe," that the witness supposed he could not see the signal which he, the witness, made to him with his hand. The plaintiff was then about 5 yards from the railroad at the point where it crosses the Carlisle road, and the train was about 100 yards distant, the plaintiff's horses moving in a fast walk, and in crossing the railroad, which was the Gettysburg Railroad, the cow-catcher struck the wagon, greatly injured himself and one of his horses, and scattered and injured his goods. There was evidence given by plaintiff's witnesses that there were openings by streets and alleys in the town, by one of which the plaintiff could have seen the train when it started, and for some distance afterwards, and by the other only at the time of crossing it—the sight at one being intercepted by "Kohler's" house.

The plaintiff's witnesses also proved that the wagon hid the head and the sides of the plaintiff, but not his legs.

There was evidence also of the plaintiff having frequently crossed the railroad at that place.

The evidence was conflicting as to giving signals, and as to the train being behind time.

The opinion of the Court was delivered, July 3d, 1867, by

AGNEW, J.—Upon a careful examination of the testimony in this case, it is impossible to shut our eyes to the fact that the jury were permitted to find a verdict for the plaintiff, contrary to the evidence and the instruction of the learned judge. But the remedy was by granting a new trial, and not a writ of error. Whatever may have been the negligence of the railroad company, (and it is a question upon the evidence whether there was any,) it seems to be very clear that Coyle, the plaintiff, approached the crossing of the railroad muffled up, sitting within the covered top of his wagon, taking no notice of the railroad, which he well knew, for he had often crossed it before, and drove slowly upon the track, without stopping or looking out, so far as anything in the evidence discloses the fact to us. It also shows that at this point a traveller passing in the direction Coyle was going cannot see up and down the track, in consequence of the position of Kohler's house, until he has gotten within sixteen feet of the track. It was very manifest, therefore, that Coyle was guilty of negligence in omitting to stop and look out for the cars.

But the Court answered the first five points of the defendant, all bearing on the negligence of Coyle, in the affirmative, giving to the jury the proper instructions, which under the evidence ought to have led to a verdict for the defendant.

The error was not that of the Court, but of the jury, which ought to have been corrected by setting aside the verdict. This, however, admits of no remedy here.

The defendants complain, however, that the Court qualified the answer to the 4th point in such manner as to mislead the jury. We cannot perceive any error. The Judge did not qualify the instruction, but merely submitted the facts upon which the instruction rested. It is true that he also added that negligence is a fact to be decided by a jury from the whole evidence and all the circumstances, and is the want of that care which men of common sense and common prudence ordinarily exercise in their employment and business of life. But this in no wise qualified the instruction already given; especially that part of the answer to the 4th point, which affirmed that if the jury believed Coyle neglected to take all or any of these precautions, but drove carelessly on to the crossing without stopping, paying no attention to any warnings which may have been given him until his wagon was struck by the engine, and this conduct on his part helped in any degree to occasion the accident, their verdict must be for the defendant.

The paper book discovers no bill of exceptions to the testimony referred to in the 5th assignment of error. But if it did, we cannot say that the declaration of the engineer was no part of the *res gestæ*. It was made at the time of the accident, in view of goods strewn along the road by the breaking up of the boxes, and seems to have grown directly out of, and immediately after the happening of the fact. The negligence complained of being that of the engineer himself, we cannot say that his declarations made upon the spot, at the time, and in view of the effects of his conduct, are not evidence against the company as a part of the very transaction itself.

The same remarks apply to the evidence contained in the 6th error.

That portion of the evidence admitted as stated in the 7th error, to wit, the annual amount of Coyle's sales, and the profit he made thereupon, bore directly upon the question of damages, as affording a means of computing his loss for the time he was confined by his injuries and prevented from carrying on his business. It tended to show the amount he might have earned by his employment, if he had been able to attend to it.

The action was properly brought against the defendants. The train was theirs, and the engineer their servant, and they were the carriers. The division of appropriation of the profits could furnish no criterion of liability in such a case, especially where, as here, by the very terms of the agreement between the two companies, the defendants were to suffer the loss which should be incurred by such an accident.

Finding no error in the record, the judgment is affirmed.

A dispatch from Vergennes, Vt., says the parties opposed to the conversion of the mortgage bonds of the Rutland and Burlington Railroad Company into preferred stock of the new company applied for an injunction to restrain the directors from raising money to pay dividends on the preferred stock. The Court refused the injunction, with costs.

Finances of Pennsylvania.

EXTRACT FROM THE MESSAGE OF THE GOVERNOR.

The following is a carefully prepared statement of the financial condition of the State for the fiscal year ending November 30, 1868:

The reports of the Auditor General and State Treasurer show that the balance in the Treasury November 30, 1867, was.....	\$4,661,836 46
Ordinary receipts during the fiscal year ending Nov. 30, 1868.....	5,216,049 35
Depreciated funds in the Treasury, unavailable.....	41,082 00

Total in Treasury for the fiscal year ending Nov. 30, 1868.....	\$9,918,918 01
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Payments, viz:

Ordinary expenses during the fiscal year ending Nov. 30, 1868.....	\$2,454,506 09
Loans, &c., redeemed.....	4,417,463 64
Other payments.....	12,800 00
Interest on loans.....	1,679,690 91
Depreciated funds, unavailable.....	41,082 00
	<hr/> 8,905,492 64

Balance in Treasury, Nov. 30, 1868.....	\$1,013,415 37
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SINKING FUND.

By an act approved April 18, 1868, the transactions of the Commissioners of the Sinking Fund were ordered to be thereafter reported annually to the 30th day of November. Their last report, therefore, includes a period of one year and three months.

The following is the "recapitulation" of the operations of the Sinking Fund, from September 3, 1867, to November 30, 1868:

Balance in fund, Sept. 3, 1867.....	\$1,737,912 41
Receipts in fund from Sept. 3, 1867, to Nov. 30, 1868.....	3,418,992 31
	<hr/> \$5,156,904 72

Paid interest.....	\$1,808,005 84
Premiums paid as equivalent for coin.....	49 98
Loans redeemed.....	2,414,816 64
	<hr/> 4,222,871 96

Balance in fund Nov. 30, 1868.....	\$934,032 76
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By the sixth section of the act of May 16, 1861, a special tax of one-half mill on the dollar was especially set apart for the payment of the interest and redemption of the loan created by an act of May 18, 1861, entitled "An act to create a loan and provide for arming the State."

Balance on hand Sept. 3, 1867.....	\$319,933 17
The receipts from said tax and tax on gross receipts from September 3d, 1867, to November 30th, 1868, amount to.....	423,979 20

Total.....	\$748,912 37
Interest paid in January and July, 1868.....	169,245 00

Balance in fund Nov. 30, 1868.....	\$574,667 37
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CONDITION OF BALANCES.

Balance in sinking fund, Nov. 30, 1868.....	\$934,032 76
Balance in sinking fund, Nov. 30, 1868.....	574,667 37
	<hr/> \$1,508,700 13
Deduct balance in Treasury Nov. 30, 1868.....	1,013,415 37

Balance in favor of sinking fund....	\$495,284 76
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REDUCTION OF THE STATE DEBT.

By the report of the Commissioners of the Sinking Fund for the year ending September 3, 1867, the "loans redeemed" amounted to \$1,794,569 50, and by their report from September 3, 1867, to November 30, 1868, the "loans redeemed" amounted to \$2,214,316 64, making a total reduction of the State debt, in two years and three

months, of four million two hundred and nine thousand three hundred and eighty-six dollars and fourteen cents.

The assets remaining in the Sinking Fund are as follows, viz.: Bonds of the Pennsylvania Railroad Company, six million four hundred thousand dollars, and bonds of the Philadelphia and Erie Railroad Company, three millions five hundred thousand dollars. These are non-interest bearing bonds, and will not mature for many years. I, therefore, recommend to the consideration of the Legislature the propriety of the passage of a law, authorizing the Commissioners of the Sinking Fund to sell these bonds at public sale to the highest bidder, and direct the proceeds to be applied to the liquidation of the State debt.

PUBLIC DEBT.

Public debt outstanding Dec. 1, 1867, \$37,704,409 77
Deduct amount redeemed at State
Treasury during the fiscal year
ending November 30, 1868, viz:
5 per cent. loans....\$4,354,253 64
4½ per cent. loans.... 63,000 00
Relief notes cancelled 210 00

4,417,463 64

Public debt Dec. 1, 1868.....\$33,286,946 13
Statement showing the condition of the indebtedness of the Commonwealth on the first day of December, 1868:

Funded debt, viz:

6 per cent. loans...\$25,311,180 00
5 per cent. loans... 7,749,771 53
4½ per cent. loans. 112,000 00

\$33,172,951 56

Unfunded debt, viz:

Relief notes in circulation \$96,415 00
Interest certificates outstanding..... 13,086 52
Interest certificates unclaimed..... 4,448 38
Domestic creditors' certificates..... 44 67
Total unfunded..... 113,994 57

Total funded and unfunded.....\$33,286,946 13

Which is the amount of the State debt as before stated.

A Railroad in Persia.

The English papers state that a combination of English capitalists has received from the Shah a concession giving them, for twenty years, the exclusive right to construct railways in the country, and an agent of the concessionaries has proceeded to Teheran to break ground at once with a short six mile line from the capital to the suburban village of Rey (Shah Abd-ul Azmi) a famous weekly resort of pious Teheranese. The ground has already been surveyed, and the report of the engineer employed estimates that the line may be constructed and stocked for a sum considerably under £100,000, on which the passenger traffic of some 40,000 devotees a week will, he reckons, yield a remunerative dividend—exclusive of an eight per cent. guarantee.

Baltimore and Potomac Railroad.

This road is now all under contract for grading, and contractors have workmen engaged along its entire length. Messrs. Crowley & Co. have the division nearest Washington. The land has been condemned, but has not been paid for, and Messrs. Crowley & Co. are prosecuting the work simply by the sufferance of the owner. Messrs. Barron & Co. are at work next to Crowley & Co. —Mr. Riley has the next division under way and Mr. Smith the next. The contractors confidently expect to have the road completed by the 1st of January, 1870.

The Wool Trade.

The imports of Foreign Wool at New York during the years 1867 and 1868, have been as follows:

	No. of Bales.	Weight, lbs.	Entered Value.	No. of Bales.	Weight, lbs.	Entered Value.
England.....	11,546	4,683,941	\$894,550	4,449	2,054,425	\$322,196
Buenos Ayres.....	8,312	5,760,630	867,403	4,572	3,156,885	406,882
France.....	5,885	1,847,802	289,949	267	109,169	18,197
Belgium.....	437	187,045	31,922	178	149,152	12,810
Africa.....	1,966	1,301,919	203,478	1,986	854,933	119,402
New Granada.....	14	2,181	279	2,488	1,666,893	198,436
Hamburg.....	4	421	7	.....	.....	2,741
British West Indies.....	4	421	39	10	475	89
Turkey.....	87	16,875	1,806	429	210,963	20,564
Dutch West Indies.....	36	11,466	1,379	86	21,542	1,985
Mexico.....	1,943	1,586,266	262,286	42	21,733	1,644
Chapala Republic.....	6,261	2,256,457	452,143	589	280,294	56,108
Russia.....	100	33,600	6,475	8,377	8,122,013	570,765
British East Indies.....	1,500	673,654	79,524	52	17,474	1,844
Chili.....	4	2,060	347	4,152	1,736,179	199,877
Austria.....	.....	.....	.....	746	.....	48,427
Canada.....	.....	.....	.....	144,977	.....	.....
Total.....	87,547	18,364,010	\$3,040,623	28,427	18,547,107	\$1,970,916

Cleveland and Pittsburg Railroad.

At a meeting of the stockholders of this company held at Cleveland, Ohio, on the 6th inst., J. N. McCullough, J. Gist, J. Graham Gardner, James F. Clark, E. P. Coe, of Ohio, B. F. Jones, James Strickney, of Pennsylvania, N. A. Prentiss, John D. Taylor, N. Millard and William M. Deuman, of New York were elected directors for the ensuing year. In speaking of the election, a Cleveland paper says:

In this election the issue was between the interests of "Erie" and those opposed thereto. Since the lease of the Atlantic and Great Western Railway by the Directors of the Erie road, it has been the object of the latter to effect an arrangement by which a broad gauge line could be run into the Union Passenger Depot, thereby making close connections with other lines. This could only be accomplished by securing a board of directors for the Cleveland and Pittsburg road in the interest of Erie. This done, a third rail laid on the track of that road from Ravenna or Newburg to the city, would afford the desired facilities. It is understood that the object sought after has been gained in the election, the board chosen on Wednesday being in favor of granting to the Erie Railway the privilege of laying the third rail and running trains over the Cleveland and Pittsburg track, into the Union Depot.

From the report of the directors it appears that the gross receipts for the year were \$2,493,218 60, an increase over the previous year of \$194,891 92. The expenses are given at \$1,470,425 54, a decrease from 1867 of \$18,382 29, notwithstanding a largely increased tonnage. The company paid during the year in mortgage interest, lease of

track of Pittsburgh, Fort Wayne and Chicago Railway, and mortgage bonds of 1,900, in the aggregate \$424,884 65, leaving as the net income of the year's business \$597,903 41. The company added materially to its facilities during the year, and begins the year 1869 with the promise of still better results.

Finances of Maine.

From the message of the Governor we learn that the receipts into the State Treasury during the past year were \$1,358,533 67; expenditures, \$1,142,807 74. The public debt has been reduced \$37,000. The whole now outstanding is \$5,053,500. Of this, \$800,000 falls due in 1871. To meet this is the accumulating sinking fund, which, with the sums paid in on the claim against the General Government, already amount to \$846,000. On this claim has been received last year, \$134,203 30. In 1867, the amount of the claim was \$702,849 82. Since that time there has been allowed and paid \$701,048 07. Of this \$357,702 10 were paid to the United States to cancel the direct tax laid on the State in 1861, and \$9,516 89 paid to settle private claims under resolve of 1868. The balance, \$348,184 21, has been paid into the Treasury and applied to extinguish the war loan of 1861. The balance now remaining is very small. The interest on the loan of \$3,500 00, bearing interest from April 1, 1869, for the reimbursement of municipal war debts will add one mill to the dollar in the State taxation.

International Pacific Railroad.

Information has been received at Washington that the Texas convention has passed an ordinance giving the right of way to the International Pacific Railroad from the eastern to the western border of that State, and a reservation of twenty miles on each side of the road out of which to select 10,240 acres of land to the mile, with a grant of the entire reservation of the road, which is to be completed within six years. This road is one of the connecting links of the international line from Cairo to San Blas, on the Pacific ocean.

Middlesex (Mass.) Railroad.

The earnings of this road during the year ending November 30, 1868, were: from passengers, \$205,108 57; from other sources, \$1,531 54—total, \$206,640 11; and the expenses, \$189,980 71, leaving the net earnings \$16,659 40, to which add surplus from previous year \$17,939 03, making the present surplus, \$34,598 43. The cost of the road to the end of the fiscal year, Nov. 30, 1868, has been \$367,432 34. Number of miles run during the year, 539,914; passengers carried, 3,304,828, an increase over last year of 365,000; average number of passengers carried per passage, 17.4; average speed, 5 miles per hour. Number of cars, 47; horses, 254.

The following gentlemen have been chosen directors of the Lowell and Lawrence Railroad Company for the ensuing year: Sidney Spalding, Otis Allen, Isaac Farrington, Joshua W. Daniels, William E. Livingston, Alfred Livingston, John F. Kimball. President, Sidney Spalding, Clerk and Treasurer, F. H. Nourse.

The route of the projected railroad from Aberdeen, Miss., to Decatur, Ala., is now being surveyed. Major Green, of New Orleans, is Chief Engineer.

Specie Movements at New York in 1868.

The receipts of specie at New York from foreign ports in 1868, were \$7,085,889; from California, \$34,107,513, making a total of \$41,192,902. This does not include the Sub-Treasury receipts brought from California, amounting to nearly ten millions. The exports to foreign ports have been \$70,841,599, showing a loss, not reckoning the Sub Treasury movement, of \$29,648,697. The following presents the movement for each month of the year:

Received from foreign ports:	
In January	\$186,574
February	415,875
March	1,299,776
April	871,079
May	477,485
June	838,111
July	126,442
August	846,821
September	906,558
October	554,862
November	220,316
December	391,490
	\$7,085,889

Received from California:	
In January	\$1,949,880
February	4,132,276
March	3,670,196
April	3,760,440
May	4,216,707
June	3,359,765
July	3,511,595
August	3,244,947
September	3,347,644
October	926,725
November	1,202,914
December	784,424
	\$34,107,513

Total supply	\$41,192,902
Exported to foreign ports:	
In January	\$7,349,825
February	4,203,825
March	3,694,912
April	6,095,179
May	15,936,231
June	11,823,628
July	10,584,558
August	4,690,989
September	1,954,723
October	1,608,739
November	1,181,085
December	1,717,905
	\$70,841,599

Loss on the year

Grand River Valley Railroad.

The company having this enterprise in charge, is steadily progressing with the work of constructing. The officers in charge of the business of constructing and operating the road are: Amos Root, Esq., President; Eugene Pringle, Esq., Secretary; P. B. Loomis, Esq., Treasurer; A. K. Nash, Esq., Chief Engineer; Col. R. H. G. Minty, Esq., Superintendent.

The cars run regularly from Jackson to Charlotte, and the iron rail is laid to a point within three miles of Vermontville on the Thornapple River, in the western side of Eaton County. The distance from Jackson to Charlotte is 35 miles, and from Charlotte to Vermontville, 12 miles, and it is 14 miles from Vermontville to Hastings, the "county-seat" of Barry County. The road bed is nearly completed to Hastings. The bridge over Thornapple River, which is upward of 500 feet in length, is also nearly completed. This part of the line will soon be in readiness for the tracklayers. Like most of the Michigan roads, the road bed of this line is constructed by local aid—mostly township and county bonds.

We understand that the company's general mortgage bonds are indorsed by the Michigan

Central Railroad Company, from the avails of the sales of which the rails and rolling stock are purchased. From the foregoing facts it is pretty certain that within a year or two this road will reach Grand Rapids. Its construction will materially interfere with the former calculations of Kalamazoo. But it is to be hoped that the Kalamazoo, Allegan and Grand Rapids Railroad will reach Grand Rapids at least a year ahead of the Grand River Valley. Such an event will secure to this point its share of the immense traffic to be found at Grand Rapids.—*Kalamazoo Gazette.*

Commerce of Baltimore.

The foreign imports at the port of Baltimore for the year 1868, were \$13,577,542, gold, and the exports for the same period amounted to \$14,950,022, currency. These figures indicate a very large increase compared with former years, as shown by the totals for the last six years, viz:

	Imports. (Gold.)	Exports. (Currency.)
1863	\$5,286,704	\$9,967,908
1864	6,076,291	12,362,448
1865	6,211,257	9,614,055
1866	9,979,529	11,073,336
1867	12,042,874	12,263,617
1868	13,577,542	14,950,022

When it is considered how small were the Maryland and Ohio crops of leaf tobacco, which composed the shipments for the year 1868, and which staple usually makes up so large a portion of the exports, the above increase will be better appreciated. This increase over the year 1867, was chiefly made up by enlarged shipments of cotton, flour, oil cake, petroleum, bark, &c. The increase in value of imports from foreign countries was mainly composed of sugar, molasses, fruit, fish, iron, rice, &c. In coffee there is a slight decrease, and a heavy falling off in guano and hides. The amount of duties collected on imports at Baltimore for the past four years were as follows:

1865	\$2,983,303 23
1866	4,665,064 35
1867	5,798,820 85
1868	6,217,496 41

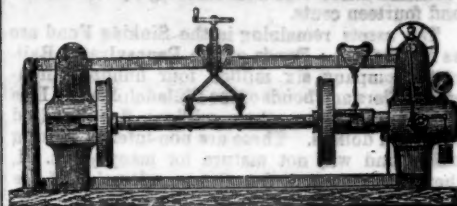
The St. Mary's Beacon says that the Commissioners appointed by the Maryland Legislature at its last session to survey a line for a railroad from Point Lookout to some point in Prince George's County, have completed their work, and will meet in Leonardtown, with the engineer corps, in a few days, to prepare a chart of the road and finally settle their business, in order to report to the Legislature according to the requirements of the act.

The corporators of the Winterport Railroad Company have elected N. H. Hubbard, Job Lord, E. F. Littlefield, T. W. Vose, T. Cushing, Samuel Dillany, C. A. Cushing, Directors for 1869. The Directors made choice of N. H. Hubbard, Esq., President, and Job Lord Clerk and Treasurer.

Four thousand miles of railway have been completed in Hindostan, and one thousand more are projected or commenced. The discovery of gold in Ceylon has created a demand for a line to the metalliferous district.

A charter for a railroad from Edenton, N. C. to Suffolk, Va., where it will connect with the Norfolk and Petersburg road, has been obtained from the Legislature of North Carolina.

The town of Reading, Livingston County, Ill., has voted to subscribe \$100,000 to the stock of the Chicago, Plainfield and Pekin Railroad,

CAR WHEEL PRESS.

Manufactured by

D. P. DAVIS,
Mechanical Engineer,
26½ BROADWAY, N. Y.

AGENT FOR

T. S. DAVIS' PATENT BALANCE PISTON VALVES, & STATIONARY ENGINES,
Cut Off Operated by the Governor.

Over 14,000 horse power of Engines with this Valve are now in use, combining the greatest economy in fuel, simplicity and durability of parts, with low cost, they being cheaper than any other first-class Engine built.

Engineers desiring to adopt these improvements, either for new work or to improve the old style of Engines, will be furnished with drawings, and all information necessary to apply them in the best and cheapest manner. Circulars sent upon application therefor.

Richard Norris & Son,
LOCOMOTIVE WORKS.

The undersigned offer for sale, or on lease for a term of years, to acceptable parties their Extensive Locomotive Works, Established in 1834, consisting of Lands, Buildings and Tools, centrally situated in the City of Philadelphia on a main line of railway connecting with all others. Personal application to be made at our office

RICHARD NORRIS & SON,
4t 17th st. and Spring Garden st.
PHILADELPHIA, Dec. 12, 1868.

To all connected with Railroads.

Superintendents, Conductors, Engineers, &c.

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If so, ask your Watchmaker for a Borel & Courvoisier Nickel Watch. Prize Medal awarded at London, Paris and Swiss Expositions, for best performance.

QUINCE & KRUGLER, 8 & 10 JOHN ST., N. Y.
(up stairs,) only wholesale Agents for the Manufacturers.

TEN NEW DUMP CARS,
For Coal, Ore, or Gravel.

Body 11+8. Corner Posts, Bottom and Sides of Iron. 33in. wheels. Gauge 4 ft. 8½ inches. Can be delivered in ten days.

WILLIAMS, PAGE & CO.,

91 Water st., Boston.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD CO.,
NEW YORK, Dec. 16, 1868.

AT A MEETING OF THE BOARD OF DIRECTORS of this Company, held this day, it was Resolved, That a dividend of FIVE PER CENT, in cash, free of Government tax, be paid on the 1st day of February next, to the holders of the full paid shares, registered on the 18th day of January next, and that the transfer books be closed on the said 18th day of January, and opened on the 5th day of February following.

THOMAS E. WALKER, Treasurer.

RAILROAD TIES.

Juniper and Cypress Railroad Ties of any dimensions for sale by

DARRELL & NASH,

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CEDAR TANKS

For Railroads, Factories, Private and Public Buildings, &c. Manufactured by

GEO. J. BURKHARDT & CO.,

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(Opposite Baldwin Locomotive Works.)

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Work shipped to all parts of the United States.

THE UNION PACIFIC RAILROAD COMPANY.

OFFER A LIMITED AMOUNT OF THEIR
First Mortgage Bonds
AT PAR.

NINE HUNDRED AND SIXTY MILES
Of the line West from Omaha are now completed, and the work is going on through the Winter. As the distance between the finished portion of the Union and Central Pacific Railroads is now less than 400 miles, and both companies are pushing forward the work with great energy, employing over 30,000 men, there can be no doubt that the whole

Grand Line to the Pacific

Will be open for Business in the Summer of 1869.

The regular Government Commissioners have pronounced the Union Pacific Railroad to be **FIRST CLASS** in every respect, and the Special Commission appointed by the President says:

"Taken as a whole, **THE UNION PACIFIC RAILROAD HAS BEEN WELL CONSTRUCTED, AND THE GENERAL ROUTE FOR THE LINE EXCEEDINGLY WELL SELECTED.** The energy and perseverance with which the work has been urged forward, and the rapidity with which it has been executed are without parallel in history, and in grandeur and magnitude of undertaking it has never been equalled." The Report states that any deficiencies that exist are only those incident to all new roads, and that could not have been avoided without materially retarding the progress of the great work. Such deficiencies are supplied by all railroad companies after the completion of the line, when and wherever experience shows them to be necessary. The report concludes by saying that "the country has reason to congratulate itself that this great work of national importance is so rapidly approaching completion under such favorable auspices." The Company now have in use 137 locomotives and nearly 2,000 cars of all descriptions. A large additional equipment is ordered to be ready in the Spring. The grading is nearly completed, and ties distributed for 120 miles in advance of the western end of the track. Fully 120 miles of iron for new track are now delivered west of the Missouri River, and 90 miles more are *en route*. The total expenditure for construction purposes in advance of the completed portion of the road is not less than eight million dollars.

Besides a donation from the Gov't of 12,900 acres of land per mile, the Company is entitled to a subsidy in U. S. Bonds on its line as completed and accepted, at the average rate of about \$29,000 per mile, according to the difficulties encountered, for which the Government takes a second lien as security. The Company have already received \$22,158,000 of this subsidy, of which \$1,280,000 was paid Dec. 6th, and \$640,000 Dec. 14th.

Government Aid—Security of the Bonds.

By its charter, the Company is permitted to issue its own **FIRST MORTGAGE BONDS** to the same amount as the Government Bonds, and no more. These Bonds are a First Mortgage upon the whole road and all its equipments. Such a mortgage upon what, for a long time, will be the only railroad connecting the Atlantic and Pacific States, takes the highest rank as a safe security. The earnings from the way or local business for the year ending June 30, 1868, on an average of 472 miles, were over **FOUR MILLION DOLLARS**, which, after paying all expenses, were much more than sufficient to cover all interest liability upon that distance, and the earnings for the last five months have been \$2,586,870. They would have been greater, if the road had not been taxed to its utmost capacity to transport its own materials for construction. The income from the great passenger travel, the China freights, and the supplies for the new Rocky Mountain States and Territories must be ample for all interest and other liabilities. No political action can reduce the rate of interest. It must remain for thirty years—six per cent. per annum in gold, now equal to between eight and nine per cent. in currency. The principal is then payable in gold. If a bond with such guarantees were issued by the Government, its market price would not be less than from 20 to 25 per cent. premium. As these bonds are issued under Government authority and supervision, upon what is very largely a Government work, they must ultimately approach Government prices.

The price for the present is **PAR**, and accrued interest at 6 per cent. from July 1, 1868, in currency.

Subscriptions will be received in New York
At the Company's Office, No. 20 Nassau St.,
AND BY

John J. Cisco & Son, Bankers,
No. 59 Wall St.,

And by the Company's advertised Agents throughout the United States.

Bonds sent free, but parties subscribing through local agents, will look to them for their safe delivery.

A NEW PAMPHLET AND MAP WAS ISSUED Oct. 1st, containing a report of the progress of the work to that date, and a more complete statement in relation to the value of the bonds than can be given in an advertisement, which will be sent free on application at the Company's offices or to any of the advertised agents.

JOHN J. CISCO, Treasurer, New York.
Dec. 15, 1868.

To Railroad Companies.

We beg to call the attention of Managers of Railways and Contractors throughout the United States and Canada to our superior facilities for executing orders at manufacturers prices for all descriptions of both **AMERICAN and FOREIGN**

RAILROAD IRON.

We are always in a position to furnish all sizes, patterns and weight of Rail for both Steam and Horse Roads, and in any quantities desired, either for **IMMEDIATE or REMOTE** delivery, at any port in the United States or Canada, and always at the very lowest current market prices. We are also prepared to supply

BESSEMER STEEL RAILS,

of American and Foreign manufacture, rolled to any desired pattern and weight per lineal yard, and of approved lengths. Contracts for both **IRON AND STEEL RAILS** will be made payable in United States currency for American, and in either currency or gold (at the option of the buyer) for Foreign; when desired, we will contract to supply roads with their monthly or yearly requirements of **STEEL OR IRON RAILS**, taking their

OLD RAILS IN TRADE FOR NEW furnished, receiving the difference in cash, and allowing the highest market price for their Old Rails, and, if necessary, receiving the latter after the delivery of the New Rails.

Orders for Foreign Rails, both Steel and Iron, will be taken for transmission by Mail or through the Cable to our

LONDON HOUSE,

58 OLD BROAD STREET,

for execution at a fixed price in Sterling, or on commission at the current market price abroad when the order is received in London; shipments to be made at stated periods to ports in America, and at the lowest possible rates of freights. Address

S. W. HOPKINS & CO.,
69 & 71 Broadway, New York.

STREET CARS FOR SALE.

15 ENTIRELY NEW 2-Horse Cars, finished in the best manner, 4 ft., 8½ in. gauge. Address

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STREET CARS FOR SALE.

82 NOT NEW TWO HORSE CARS.
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JOHN STEPHENSON & CO.,
New York.

Hemp Packing.

BEST HACKLED HEMP PACKING,

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HAMILTON SQUARE RUBBER WORKS.

C. V. MEAD & CO.,
Manufacturers of Superior Quality
OF
INDIA RUBBER
CAR SPRINGS,
BRAKE TUBING, ETC.

P. O. Address Box 588, TRENTON, N. J.

TESTIMONIAL.

Baltimore, Md., April 16, 1868.

We have used, on the Baltimore and Ohio Railroad, during the past year, about 13,000 lbs. of India Rubber Car Springs, manufactured by the Hamilton Square Rubber Works, Trenton, N. J., (C. V. Mead & Co.), and have found them equal to, if not superior to any we have used in past time, and on much more reasonable terms.

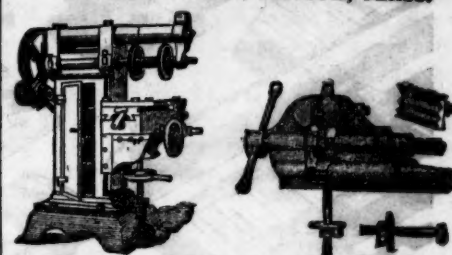
Purchasing Agent Baltimore and Ohio Railroad.

CAUTION.—The above firm are not connected with any other Manufacturers using the name of Mr. Mead. Mead's Springs are stamped Hamilton Square Rubber Works, Trenton N. J.

C. V. MEAD. B. L. HUTCHINSON.
B. S. MANNING. G. W. HORTON.

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Pipe, Extra Jaw, and Heavy Vises warranted for Blacksmiths' and heavy work. New style Wood Vise. Covered Screw Vises—Forty styles and sizes constantly on hand. Standard Milling Machines—simple, easily adjusted, great capacity, power and strength—three sizes: large, 2,300 lbs.; medium, 1,600 lbs.; small, 950 lbs. For sale by the trade.

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First Premium—Paris Exposition, 1867.
Indorsed by leading Mechanics and Artisans of the
UNITED STATES AND EUROPE.



At Half the Cost of Linseed,
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Circulars and Price Lists for Oils sold under the above
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Wrought Iron
RAIL JOINTS,
MADE BY
FISHER & NORRIS,
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WROUGHT IRON
RAIL CHAIRS.

The VAN ANDEN CHAIR recommends itself above all others now in use, having continuous base and lips, the grain of the Iron running across the line of the Rail, giving it additional strength over all others now in use, with no liability to split. The spike holes being punched within the edge of the lip, admits of one half the Spike being recessed back in the solid metal, which cannot be done in the rolled chair.

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Wire Rope for Mines, Ships, Inclined Planes, &c. Telegraph Wire.

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Specialty:

Puddled Steel Rails.

Do., with fibrous iron flanges.
Do., with Steel to the neutral axis.
Do., fish-joints.

All the F and E Rails are guaranteed as to abrasion, perfect weld, and

Absolute Safety Against Breaking.
(If required a five-fold exchange guaranteed against breakage.) 6m39

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IRON AND STEEL WIRE ROPE,

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INCLINED PLANES, MINING,
STANDING SHIP RIGGING,
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STAYS AND GUYS ON DERRICKS,
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THROUGH LINE TO:

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Through rates, New York to San Francisco:

First Cabin.	Inside.	Second Cabin.	Steerage.
\$275	\$225	\$150	\$75.

Steamers of the above line leave Pier No. 42 North River, foot of Canal street, at 12 o'clock noon,

FOUR TIMES A MONTH

On 1st, 9th, 16th and 24th,

except when those days fall on Sunday, then the day previous.

One hundred pounds baggage free to each adult. Medicine and attendance free.

Jan. 16, RISING STAR, CAPT. KING, connecting with SACRAMENTO, CAPT. PARKER.

Steamer leaving Feb. 9, connects closely with steamer CHINA, leaving San Francisco March 4, 1899, for China and Japan.

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Every variety of Fittings

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Coal Buckets, Blocks, Dumping Cars, Wheelbarrows, &c.

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NOVELTY IRON WORKS,
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Mill and Machine Shops, 721 & 723 S. Clark street,

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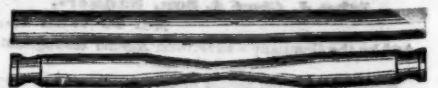
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THE Keystone Bridge Company OF PITTSBURGH, PA.

This Company possess unrivalled facilities for manufacturing and erecting every description of IRON and WOODEN RAILWAY and ROAD BRIDGES, IRON ROOF-TRUSSES, TURNABLES and BUILDINGS "LINVILLE AND PIPER" Patent "WROUGHT IRON BRIDGES" "WROUGHT IRON COLUMNS" for Bridges and Buildings, and "UPSET EYE BARS." PIVOT BRIDGES, SUSPENSION BRIDGES, BRIDGE BOLTS AND MACHINE WORK. CIRCULARS and LITHOGRAPHS sent on application.

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DUMMY ENGINES,

For every description of Light Railroad Traffic, including

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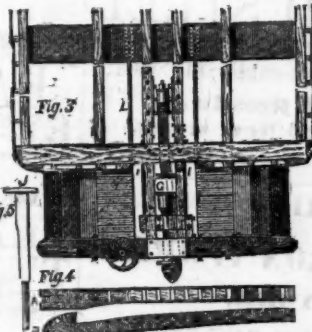
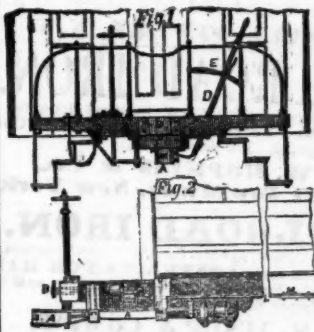
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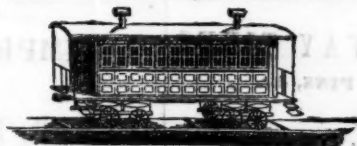
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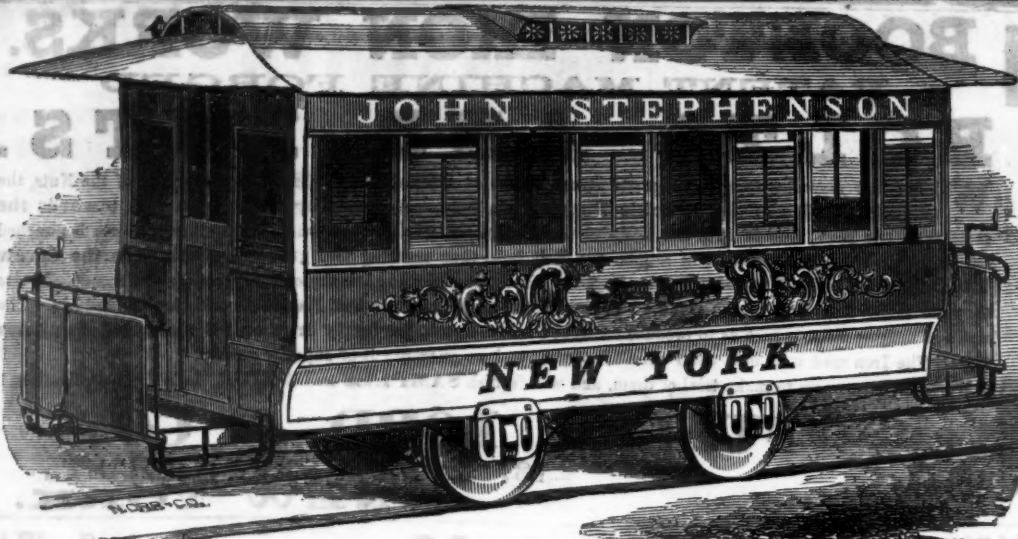
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The FIRST GRAND GOLD
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this Medal being distinctly classified in the
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OFFICIAL CERTIFICATE

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I certify that the FIRST GOLD MEDAL for American
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First on the list in Class X.

MELINET, President of International Jury.
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Members
of the
International Jury.

This unanimous decision of the International Class-
Jury, endorsed by the Supreme Group Jury, and
affirmed by the Imperial Commission, being the final
verdict of the only tribunal determining the rank of
the awards at the Exposition, places THE STEINWAY
PIANOS AT THE HEAD OF ALL OTHERS.

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(Society of Fine Arts, of Paris, known throughout
Europe as one of the highest authorities on Mus-
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PIANOS for the highest degree of perfection, most val-
uable inventions, and as exhibiting the greatest pro-
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exhibitors, at the Universal Exposition in Paris.

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Were also awarded a FIRST PRIZE MEDAL at the
great International Exhibition, London, 1862, for pow-
erful, clear, brilliant, and sympathetic tone, with ex-
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RAILROAD SCREW SPIKE.

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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, which weighs the shaft to the

8 OR 10 W
Shifts, and other
test satisfactorily,
and its work perfectly.

The Screw Spike possesses the following important advantages over the common

Rosen made of the best refined
ad, being forged (not cut),
strength and stiffness to

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quarries of row is many times greater
season: the spike, and it is not liable to
become loosened by the jar of the
the upward or lateral strain even
repeat grades and sharpest curves—
capacity of each screw being from
ve tons, and the side pressure from

experience no screw has re-
place, and the rails in every
and sold as firmly to the tie as
put down. By its use, therefore,
serious accidents constantly occurring
an loose and broken spikes, and conse-
quently broken rails, shaly roads
breaking of the rails, will be obvi-

Advantages Economy. In order to
a rail it will only be necessary to re-
draw screw one-quarter, and when re-
drawing it turn the screw back to its original
position, when the rail will be held as firmly
before. The ties will thus be saved from
injury of spikes, chocks, and the many
holes made in them by repeatedly draw-
ing and replacing spikes, in which water will
soak, causing their rapid decay. By the use
of screws, therefore, the durability of the
tie will be greatly increased and equalized.

put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done,
there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common
as been replaced several times during that time."

G. M. MARSH, Track Master on the Albany and Saratoga Railroad, says:
"I examined the Screw Spikes put down by me September 16th, 1863, I find they have not started either up-
side ways, that they still hold the rail to the ties as securely as when first put down; while great numbers
of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

H. E. D. VANHOSEN, Track Master on the Shore Line Railroad, writes:
"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safe
more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is
concerned. Although it requires somewhat more time to drive them than does the common spike, yet it is more
counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and
use of proper tools, even that objection can be overcome."

A. E. BRYDGE, Track Master, Albany, January, 1867, writes as follows:
"This is to certify that the screw spikes put down on the bridge over the Hudson River at Albany, N. Y., by the
U. S. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly
the ties—no having started in the least, while the ordinary spikes, which were put down on the bridge at the
same time, have many of them, started up, and are quite loose and useless."

J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:
"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equalling
expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie
day they were put in. I consider them invaluable for crossings and bridges."

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to rail-way companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, in the end they will be very much cheaper. The screw therefore being more economical, and by its use in place of the spike, making the roads more secure, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion."

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division,) says, January 9th, 1866:—

JAMES JEFFRIES & SONS,

MANUFACTURERS OF

LOCOMOTIVE, CAR AND TANK
SPRINGS,
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REFERENCES.

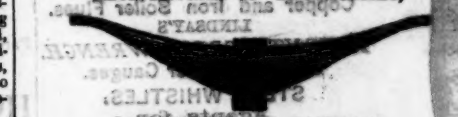
J. EDGAR THOMSON, of Penna. R. R. Co., M. BAIRD & CO., A. WHITNEY & SONS, W. S. WILSON, of P. G. & N. R. R., WM. C. ALLISON, WESTMORELAND & PENN. GAS COAL CO., of Philadelphia, HARRISBURG CAR WORKS, BILLMEYER & SMALL, P. FT. W. & CHICAGO R. R., W. F. SMITH, of C. C. & O. R. R., A. CONGDON, of C. P. & A. R. R., Cleveland, Ohio, D. McLAREN, of C. H. & D. R. R., OHIO & MISS. R. R. of Cincinnati, SAM GILL, of L. F. & L. R. R., CHAS. R. PEDDLE, T. H. & I. R. R. Co., H. GRAY, C. & N. W. R. R. Co., JOS. D. POTTS, Pres't Empire Transp. Co., FRANK W. CUMMINGS, A. & G. W. R. R., W. CUMMINGS & SON, Jersey City, WHITAKER & PHILLIPS, Toledo, MICHIGAN CAR WORKS, Detroit, BARNEY SMITH & CO., Dayton, A. B. SEGER, of Ocala, R. R., H. T. PEAKE, of S. C. R. R. Co., W. M. WADELY, Central R. R. of Georgia, DR. M. EMANUEL, Southern (Miss.) R. R., SAM TATE, Memphis & Charleston R. R., T. S. WILLIAMS, N. O., Jackson & Gt. Northern R. R., and other Southern R. R.'s which have had our springs in use for years, also to all Roads where our springs have been in use.

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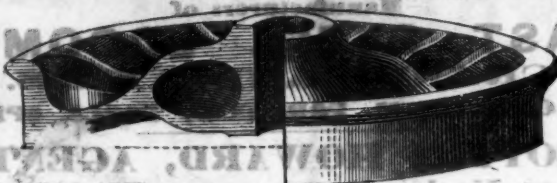
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